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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every ½ hour.

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THE HONGKONG DISPENSARY. Hongkong, 1st October, 1909.

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All letters for publication should be written onone side of paper only. No anonymously signed communications that have already appeared in other papers will be

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HONGKONG, OCTOBER 5TH 1909.

WHEN the Hon. Mr. GRESSON, as Chairman of the Hongkong and Shanghai Banking Corporation, addressed the half-yearly meeting of shureholders a month ago he said in regard to the state of trade:-" We are still waiting for the long xpected turn of the tide. It cannot be said that trade in the Far East is yet in a flourishing condition, but there is promise of improvement in some directions, and I see no cause for taking a pessimistic view. On the contrary, news from India of the climatic conditions, upon which, to, if not above, the average; and new life has been infused into the Straits Settlements rubber, a product which bids fair to become a valuable and, I hope, a permanent addition to the exports of that region. These factors must all have a beneficial effect on the imnort trade which has been in a more or less depressed state for a long time past, and, needless to say, any improvement will be welcomed by all who are interested in Eastern commerce." tone of the Eastern markets is distinctly

more hopeful to-day than it was a month

ago, and confidence is felt that the tide is at

length on the turn. We learn of an unprecedented rice crop in Japan; in China the crops are reported to be no less promising, while the reports from India since the end of the monsoon predict bumper harvests in all parts of the country. month ago it was expected that the crops of the United States this year would be of the value of something like 400 millions sterling, and it obvious that this factor must have a highly stimulating effect on the general commercial and industrial position. The monetaryposition is said to be satisfactory, and a feeling_of_quiet_confidence_has_prevailed. But the news we publish to-day is likely to have a very disturbing effect, for the prosperity of the United States is so important an element in international trade. REUTER informs us to-day that the total closing of the Southern cotton mills contemplated, owing to the dearness of raw cotton. Presumably this results from a failure of the crop in Texas, where much deterioration was feared owing to protracted drought. A recent cotton report stated, however, that "full crops probable in Alabama, Georgia and the great. Carolinas, but these are just the States where the holding power of the planters is strongest, and where their interests are most consolidated; whilst Texas, where the crop is short, is just the State where the farmer auts most independently." The action threatened by the Southern millowners may have upon the planters the effect which the foregoing extract suggests is desired, but the situation will create a good deal of auxiety, and news of the developments will be eagerly awaited. When we turn_from_America_to_England it is our pleasure to note that the Board of Trade Beturns of the external trade of the United Kinguom have recently been more satisfactory than for a long time past. The July returns, which are the latest received, recorded an advance in exports of £1,782,000 or 5.2 per cent., while the imports showed an improvement of £3,548,000 or over 7.6 per cant. The returns for the first seven months of the year show, as compared with last year, an increase of £6,899,559 in imports and a decrease of £11,277,530 in exports of British goods. The exports of foreign and colonial merchandise, however, had increased by £8,316,140, so that on the whole there was an improvement of over four millions sterling in the total for the seven months. July was the first time for many months that the Board of Trade returns had shown a marked advance

effect that the improvement was well maintained in the month of August. I is interesting to note that Textiles, after their somewhat protracted period of depression, showed great improvement in July. Of the increase in the exports, cotton yarns and fabrics accounted for £523,717, woollen yarns and fabrics for £374,633, silk for £25,036 and other textile goods for £245.250. How far the crisis the weaving trade in the United States, reported in to-day's telegrams, will affect the recovery of the world's is difficult at the moment to say, and perhaps it is wise not to attempt to prophesy on the subject until

both in imports and exports, and

It is confidently stated that the rice crop in Japan this year will be one of unprecedented magnitude.

fuller information of the crisis comes to

The only case of communicable disease reported in the Colony, last week was one imported Japanese case of enteric fever. The

The police have been informed by Mr. F. Arnold, agent for the Pathe Freres in Hongkong, that he lost his pocket book containing The police came from Wanchai on this occasion \$210 in money and a cheque for \$30. He left it in the lavatery at Weissmann's.

It is stated that Russian emigration to the Amur region is proceeding vigorously. The number of families that emigrated thither particularly in that country, so much de from January to August this year was 2,755 pends, is favourable; silk crops in both representing 15,584 individuals, which latter China and Japan are reported to be well-up figure shows an increase of 7,763, as compared

At the Magistracy yesterday Inspector opened a safe and stole therefrom \$153 in money, by the success attending the cultivation of Macdonald prosecuted for larceny a coolie, who leight or nine silver prize spoons value \$12.60. was found some distance from the Kowloon silver dragon pattern cup on blackwood stand Railway with a charge of dynamite in his value \$25, a metal watch value \$5, oblong clock pocket. The coolie told Mr. Wood that the value \$2.60 total value \$198.20, the property of dynamite belonged to the railway, but he was Mr. Crosbie. Another collection of valuables not aware of its being in his pocket, and his belonging to Mr. Bassford was also stelen. It Worship said he could not convict on that included \$75 in notes, two gold breast pins evidence. The charge was then amended to value \$40, a silver rose bowl on blackwood stand being in unlawful possession. Mr. Wood held inscribed "Won by W. S. Bassford, Presented that there was no proof that the dynamite by James Henry Scott for swimming," value belonged to the Railway and discharged the \$40, silver bamboo pattern cup on blackwood. prisoner. Inspector Macdonald then handed the dynamite to the prisoner, but the Magistrate shooting: Presented by W. Murray Scott," would not allow that, and the dynamite had to remain in the possession of the police.

According to an official statistical table, 61,058 | TELEGRAMS. cases of divorce happened in Japan during the year 1907, showing a decrease of 4,340 as compared with 1906.

An adjunct licence for the Vienna Café at No. 34. Queen's Road Central, was granted by the Justices of the Peace yesterday to Julius Philipp Sommer. Mr. F. A. Hazeland presided at the present the Captain Superintendent of Police, Messrs. R. H. A. Craig, G. H. Wakeman, C. A. D. Melbourne, P. P. J. Wodehouse, H. N. Fleming, J. R. Wood, A. H. Ough, Dr. W. B. Moore, Messrs, G. A. Woodcock and C. S. Gubbay.

The Commonwealth Customs officials are still experiencing considerable trouble in regard tothe introduction of opium into Australia. I appears that the Chinese, or some of them, are determined to have it, and resort is made to all kinds of devices to secure its introduction. recent case was that of a Chinaman who had a corpulent pigtail like a sausage, which contained opium inside. The Chinese, many of whom are very well off, give any money for opium, and some Europeans are now known to be concerned in the trade. In fact, a regular system has been established, and, though seizures are fre quent, yet the profits are so enormous that the incentive to engage in the illicit traffic is very

MARINE M. GISTRATE'S COURT

Monday, October 4th.

BEFORE LIEUT. C. W. BECKWITH, R.N. (MARINE MAGISTRATE).

NEGLIGENT NAVIGATION. The Marine Magistrate conducted an inquiry at the Harbour Office yesterday concorning the alleged negligent navigation of Tang Lim, cox. swain of the steam launch Sin Tai Koo, whereby collision nearly took place with the Ferry launch Southern Star on the 1st instant. The charge was preferred by the Hon. Mr. Osborne. Hon. Mr. Osborne stated that on the morning of the 1st instant as the Southern Star left the Hongkong ferry wharf for Kowloon the launch Sin Tai Koo was coming from the west. When the boats were within 100 yards of each other the Sin Tai Koo altered her course to port, and both vessels closed. The Southern Star altered her course to starboard, and blew one blast to avoid-immediate collision.—Then-the defendant's launch went full speed astern Witness noticed that a small boy was steering. The launches got to within twenty yards of each other owing to the careless navigation of the coxswain of the Sin Tai Koo.

Defendant stated that he was proceeding from the west to Wanchai. When he saw the Southern Star coming out he starboarded, slowed his engines and gave two short blasts.

He did not go astern. After hearing further evidence his Worship found that the defendant was to blame by not altering his course to starboard in sufficient time, and by trying to pass ahead of the ferry. He ordered the coxewain to pay a fine of \$3, we and to pass another examination before his

DIAMOND CUT DIAMOND.

By clever ruses the police have succeeded in breaking up two gambling establishments at Quarry Bay and Shankiwan. The police knew for some time that gambling had been going on at a certain house in Shaukiwan and that it was conducted by a syndicate of ten, but the keepers of the house had developed such a system of espionage on the police that the latter could not Berlin. hope to obtain access to the place while gambling was going on. Inspector Collett, however, arranged with the Central authorities and when the Inspector and his detective saw the emissary from the gambling house watching them at the swing at the house. The Inspector communicated with the Central, and Sergt Appleton and a posse of police left for the scene. Meanwhile Inspector Collett took charge to show himself to the gambling house spy, who was thus thrown off his guard. In a short time Sergt. Appleton and his men reached the house and entered by the back door, taking the inmates completely by surprise. The majority of the gamblers escaped, but eleven were arrested. The police. also removed the whole outfit, which included a bell on a long wire attachment with which to give the alarm, tables, chairs, cards, etc. Brought before Mr. Hazeland at the Magistracy yesterday two leaders were fined \$500 each and the remainder \$3 each.

A similar ruse was carried out at Quarry Bay. and captured 24 gamblers, one man, who jumped out of the window, having to be taken to the hospital. In this case the two keepers were fined \$200 each and the others \$2 each.

EXTENSIVE ROBBERY.

An extensive robbery was committed at 3. Sea View Terrace, Quarry Bay, on Sunday morning. when someone by means of a duplicate key stand inscribed "Won by W. S. Bassford for value \$23-total value \$178. The aggregate value of the articles stolen was \$376.20.

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["DAILY PRESS" EXCLUSIVE SERVICE.] meeting of the Justices, and there were also THE BUTLER WRIGHT CASE

> APPLICATION TO CHANGE THE VENUE OF TRIAL.

SHANGHAI, October 4th. Mr. Douglas, the solicitor acting hitherto trodden. for Mr. Butler Wright, applied to the Supreme Court to-day to change the

venue of trial to Shanghai. He filed an affidavit by the accused residents of the Shameen were his trial at Canton.

His Lordship the (Sir H. W. de Sausmarez) said the Consul had reported that fifteen jurymen were available who could trusted to give an independent and proper judgment. If necessary the Court could sit with Assessors.

His Lordship added that he had been informed that H. E. Wei Han (Managing Director of the line) might be unavailable as a witness. I attendance, however, was essential, and he would request H.B.M.'s with the Chinese Government regard to this matter.

The application was adjourned until Wednesday.

BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

ATTEMPTED ASSASSINATION OF PRESIDENT TAFT.

London, October 4th. At Portland, Oregon, when Presilent Taft was entering his automobile a man who was desperately trying to reach him was arrested.

He had a revolver concealed in camera.

THE GERMAN CROWN PRINCE IN AN AIRSHIP.

London, October 4th. Mr. Orville Wright has made a re-

flight of 450 metres cord high Subsequently in a flight of eight

minutes he was accompanied . I. H. the Crown Prince of Gerstation they knew that gambling was in full many, who constantly urged him to go higher. His Imperial Highness had been

constantly pressing Mr. Wright take him in his airship for a

COTTON MILL CRISIS IN AMERICA.

London, October 4th. At a meeting of Southern Cotton Millowners, held in New York, it was decided that owing to the dearness of brought there by Vesco da Gama. Now, raw cotton and the low price of the product, weaving is at the presen time unprofitablé.

Southern mills is anticipated within of creation. He lives on fresh wild fruits a fortnight.

AN IMPORTANT NAVAL INVENTION.

London, October 4th. The New York "Times" states that Rear-Admiral Melville and two others have invented gearing by which the their garments do not permit of a Hunt button. efficiency of the marine turbine is increased 15 per cent., simultaneously of barking-deer. Some of the minor packs hunt with a great saving in the initial cost on foot, using tame monkeys mounted on mounin space and fuel, and the invention is expected to revolutionize naviga- sight of it would have been very novel and intion and warship construction.

THE MONKEY HUNTERS.

STRANGE DISCOVERY OF LOCAL EXPLORERS.

Spurred by a spirit of emulation of the doughty deeds of Shackleton, and Peary, and Cook, and a prominent local explorer, we set fortl -we twenty intropid adventurers who rose on the morning of the third of October, mere obscure local worthies, and retired to rest that night with the consciousness of having added to the store of human knowledge—to explore mysterious island whose very existence was hitherto supposed to be legendary, and upon which the heavy foot of white man had never

A large crowd came to see us off, and among the numerous expressions of good wishes we received a brand-new British flag and a cask of O. B. beer ("suitable for picnics: delivered free on board with ice "- see advt.). Taking a last look at the land of our adoption we steered first in which he said that the whole of the of all in a semi-southerly direction and afterwards when we had got out of the range of prying telescopes we changed our course to more enemies, and that he conscientiously or less quasi-northerly. Then, having taken believes it impossible to obtain a fair observations, some through double glasses, we lashed the helm to the mast, settled down on our course, and waited for something to turn up. Chief Justice | And in the fulness of time we ran right into the land of our desire. Entering and anchoring in Turtle cove, the main harhour of the island, we. beheld in the distance, blazing with the glory of the mid-day sun, the gilded domes, the sparkling minarets and the haughty towers of the Capital of the Island. A we-struck with wonder, the post of the party burst forth with

"Match me such marvel save in Eastern

A Rose-red City, half as old as Time. On landing we were bitterly disappointed find we had come too late-just seventy-eight years too late. We found on the beach memorial stone set up to the master of the good ship Mercury who had perished on this very

island on the 24th of April, 1831. Some of us became chicken-hearted, and regarded this as Minister at Peking to communicate sinister omen and remembered we had forgotten something on board the ship, to which we returned with all speed. The rest of us pressed forward to the Capital. On the way we studied the flora and fauna of the land and tasted many hitherto unknown berries and fruits-first of all taking the precaution of trying their effect on the bull-terrier which accompanied the expedition. Stately antelopes gazed shyly at us from the brows of cliffs preparatory to making a stately leap in mid-air and vanishing like

> cutlery. The poet in his beautiful diction said that they reminded him of "The wild gazelle on Judah's hills," which any one must admit is a highly at 7 a.m. Mr. Justice Gompertz was expected to poetical way of describing what afterwards return to the Colony by the Sui Tai yesterday, turned out to be a cow with a calf at heel. A

> sudden glimpse of black and yellow stripes here and there showed us that tigers are not entirely | to his non-arrival, however, the hearing of the unknown in this earthly paradise. Arrived at the main gate of the city we were met by the Chief and his family. The former spoke Anglo-Saxon of the kind that

must have been in vogue before Alfred burnt

his tongue by eating hot cakes. We diplomatically entreated his acceptance of a piece of silver plate—twenty cents to wit. He returned the compliment with a basket of small fish, and friendliness was the order of the day. One of his entourage, rather a pretty one. presented a member of our party with rather a pretty yellow flower which he afterwards flaunted in his buttonhole, and seemed to think it established his claim to the palm in good looks. We could only comment on the strange

taste of the untutored savage lass.

The chief was quite ready to talk about his kingdom and his people. The former includes five cities, and the latter at the last census numbered, 1,500 of whom 500 were monkeys. In this veritable garden of Lden they have no Army and no Navy, no police and no lawyers, no Saultary Board (a very obvious fact) and no taxes. They have no old age pensions-they do not need them; every man owns his own land and lives on the plentiful fruit thereof. The one export industry of the island is nam pla -a sauce manufactured out of the inner cells of the brains of shrimps, and meant exclusively for the tables of the wealthy. We saw some. It smells like bilge water, and probably it is worse But we had not come to Monkey Island to talk commerce and politics—we wanted to see the monkeys. The Chief gave us their history. seems—and this was another disappointment to us in that it showed that yet another white mar had forestelled us-that their ancestors were monkey and man at first were friends, but when a pique began, the monkey to gain some private ends went and arrogated the whole of Monkey Mountain (20,000 ft. high) to himself. There ever since, he has drawn a hard and fast line The almost total closing of the between himself and the next order in the scale nuts and berries in the summer in the open air, and in winter subsists in caves on dried specimens of the same wares. superior race resents his exclusiveness by hunting him.

The day of our visit happened to be an off day in the way of sport, or we might have seen a most novel and interesting wight. The chief pack in the island—the Wonk, as one might say the Quorn in England—is mastered by the Chief himself. Their only grievance is that Mounted on buffaloes they hunt the country three times a week with a highly trained pack tain goats to run down the quarry. But, one and all, they seem to liave good sport, and a teresting to us.

When leaving, there was another interchange of presents: this time we parted with fifty cents and received in return a thousand-year old swordturtle of a variety hitherto undreamt of in human philosophy. By universal consent it was handed over to a popular young banker of the party, who undertook to bring it up as a pet and who at once christened it "Willie." He will doubtless be glad to show it to any readers of the Daily Press.

In conclusion, I have only to say that the other explorers join me in expressing a wish that an official copy of this number—we are all going to send one each on our own-will be sent to the committee of the Royal Geographical Society, and possibly I shall be able to sign my -next-contribution-to-human-knowledge-

F. R. G. S.

TYPHOON AND EXCURSIONISTS.

The typhoon which was approaching the Colony passed to the south yesterday, but the black cone still remained suspended, and with the exception of launches, the harbour remained clear of small craft. The weather interfered with the running of the smaller steamers, both Sunday night's and Monday morning's Macao steamers belonging to the Hongkong, Canton and Macao Steamboat Company being detained.

One small vessel from Macao succeeded in

reaching port on time, but the skippers of the Hongkong, Canton and Macao Co.'s line had apparently decided to take no risks. The ss. Heungshan left Macao as usual at seven o'clock on Sunday evening with a good number of passengers, and continued on her voyage for about three-quarters of an hour. Then the threatening state of the weather decided the captain to put back, and the vessel was anchored under the lee of Maluchan Island, near the Macao lighthouse, until the following morning. It appears that the compredore of the vessel had only provided provisions and refreshments for the day's trip, ... for many of the passengers complained of being unable to get food and drink, even minerals and water being used up before the night was spent. Others again were unable to get_sleeping accommodation, éven chairs being at a premium. It was a very forlorn-looking party of excursionists that landed from the boat yesterday morning, and hastened to satisfy the cravings of the inner man.

The s.s. Sui Tai, which was due in port at 11.30 a.m. yesterday, remained at Macao, the captain deciding not to attempt the trip owing to the threatening state of the weather. Should more favourable conditions prevail to-day, the helated vessel is expected to leave for Hongkong and to decide two Supreme Court cases which he had fixed for half-past eleven-o'clock. Owing-

cases was postponed. Yesterday morning the Hongkong, Canton and Macao Steamboat Co. issued an express stating that there would be no afternoon steamer to or from Macao on that day owing to the inclement weather.

-When darkness set in last night the wind was still high, and the hoisting of the green, red, green vertical lights on H.M.S. Tamar, at the Harbour Office, and at the Water Police Station, Rowloon reminded seamen and, shore residents that a typhoon was within 300 miles of the Colony.

The following telegrams were received by the American Consulate-General from the Manila Observatory yesterday :--

9.30 a.m.—Cyclone or Typhoon N.E. Luzon, direction unknown.

11,30 a.m. Cyclone or Typhoon over N China Sea moving W. Also cyclone or typhoon E. of Aparri more than 300 miles distant, direction unknown.

WEIGHTS AND MEASURES PROSECUTION.

Yesterday the Mitsui Bussan Kaisha were summoned by Inspector Gourlay for using unjust scales. The case in which they had been previously fined \$800 for a similar offence was also re-heard. Mr. John Hastings appeared for the defence. He argued, in the second offence which was alleged to have taken place on the Shibetoro Maru, that there was no evidence of mala fides. Of the eight machines in use three were correct, two were in favour of the purchaser, two were in favour of the vendor, and one was_out_of-order, and the Inspector could not say whether it was right or wrong The two against the purchaser were practically cancelled by the two against the vendor. There, was no intention to defraud. The scales were old. His Worship-They admit they were not

Mr. Hastings-They were not tested. They ought to have been tested once a year or more My clients will do so in future. The scales get out of order through negligence or through lapse of time. Besides, there were only two scales in respect of which his clients were liable and if any penalty is imposed Lwould ask your Lordship to make it a nominal one.

His Worship reserved his decision in both

ÆRONATICS IN AUSTRALIA

The Commonwealth Government is offering a prize of £5.000 to the inventor and designer of a flying machine adjudged by the Minister of Defence to be the best and most suitable for military purposes. Entrants for the prize must be resident in Australia for at least two years. and must be natural born or naturalised British

SHIPPING NOTES.

A Moji message says, that up to the present the N.Y.K. has used pilots for the passage through the Inland Sea on the steamers of its European, American, and Australian services As, however, the Japanese Captains who have now replaced foreigners on board most of these vessels do not require pileting in the Inland Sea. pilots will not henceforth he employed. The Company has also given up the use of pilots between Woosung and Shanghai.

Captain Frield, of the Pacific Mailtiner China has hoisted a commodore's pennant at the masthead of his vessel.—Captain Friele has been in the Pacific Mail service for more than forty years. His first command was the old side--wheeler China, of which he was made muster in 1877. Between the old China and the new, he commanded the City of Peking, City of Sydney and Peru, all on the China run. He made one trip to Nome during the Klondike excitement as master of the San Juan. In all his years of experience he has never met with an accident. Next in length of service to Commodore Friele is Captain Zeeder, now in command of the

Nothing appears to have been heard yet of the missing liner Waratah, which left Durban for Capetown on July 26th. This is a two days voyage. The Waratah was seen the day after she left Durban by the Clan MacInture of London and a few signals were exchanged. On July 28th there was a heavy storm with squalls of hurricane force and a very heavy sea. According to the captain of the Clan liner the waves rose "in a wall-like formation," being driven by the gale against the current. The Waratah was due at Capetown that day, but though a whole fleet of vessels have been searching for her trace of the ship has been seen. She had 300 persons on board, most of the passengers being Australians who were proceeding to London. A British steamer a few days later following the route which the Waratah should have taken, reported passing four supposed bedies ten miles from land off the Bashee River and a quantity of birds to the South-West, but though a search was made by the local authorities no clue to the fate of the missing steamer was found.

Hope_that_the_steamer_is_still afloat is not entirely abandoned in Australia. It is argued that it is utterly impossible that a vessel like the Waratah could founder without some trace of wreckage being discovered, as flotsam drifts in hundreds of different directions, and one piece would most undoubtedly be met with by the searching vessels by this time. The steamer herself is, after all, but a speck on the ocean. In illustration of the fact, a writer says that some years ago he accompanied a search vessel along the coast of New South Wates for ten days. A zigzag course was followed in and out to the east, a distance of 80 miles each way, north and south, with no sign of the missing vessel. A fortnight later the steamer made her appearance in port under jury rig (twin-screws both having been disabled through striking some floating, object). The captain stated that he had actually seen the masts of the searching vessel on two occasions without being observed. The - steamers searching for the Perthshire also cruised round and round the missing vessel (Perthehire), and yet failed to sight her, until found in a most remote unexpected position. The case of the Waratah, he argues, is identically the same but having only pole masts, with practically no canvas to give even steerage way, with the machinery or both propellers lost, or totally disabled, the probability is that the curren (which is generally more pronounced in rough weather) has taken her out of the zone traversed by the warships.

Therefore, this writer says the fears of all concerned might well be allayed. Everything points to ultimate safety; on the following grounds :--

1. Infinitely smaller steamers weathered the same hurricane and arrived at their des-

tinations. 2. The steamer, although having twin screws. could very easily have lost both propellers, and having very little canvas would be un-

. Numbers of other steamers have drifted for mouths before being found, notably the Buteshire and Perthshire.

4. Searching vessels could pass the Waratah without noticing her close by (within a radius of less than 15 miles, even in clear weather); in fact, encompass the vessel overand over again without seeing her, the psychological spot being by some strange "hide-and-seek" caprice hidden from the

The Waratah is a modern steamship, remarkably steady, well found in every respect, tried, and practically unsinkable in the heaviest weather.

7. Commanded by one of the most capable and experienced officers in the mercantile

This was written a month after the steamer was reported missing. Another five weeks have passed without news of her.

THE KEY TO TORRES STRAITS

"At any time the Japanese residents of Thursday Island could overwhelm the garrison and capture the fortifications. That's the first thing that would be done in the event of an invasion." This opinion was expressed in the Senate last month by the late Minister for Defence (Senator Pearce), in order to impress upon the Government that a mistake had been made in not making provision for new guns at Thursday Island. Senator Pearce also stated that there were 80 men in the garrison, and ten times as many Japanese residents. Many of the latter were military officers, and it would be

an easy matter for them to capture the fort. The Vice-President of the Executive Conncil, in reply, admitted the matter was of the utmost importance, but thought it would be advisable to withhold further comment until the defence policy of the Government had been disclosed by the Minister.

HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Monthly Meeting of the General Committee held in the Chamber Room, St George's Building, Chater Road, Hongkong, on Thursday, the 23rd September, 1909, at 4 p.m. President:-Hon. Mr. E. A. Hewett (Chairman), Mr. J. R. M. Smith (Vice-Chairman), Hon. Mr. W. J. Gresson, Messis. J. W. C Bonnar, A. Babington, John W. Bandow, D.R. Law, H.A. Siebs, E. Shellim and E.D. de Roza (acting for the Secretary).

MINUTES, The Minutes of the Monthly Meeting of the General Committee held on the 3rd August, 1909, were confirmed.

-THE BLOWING OF-STEAM-WHISTLES-IK-THE HARBOUR.

Reply from Messrs. Deacon, Looker and

1 Des Voeux Road, Hongkong, 11th August, 1909.

DEAR SIR,-We beg to acknowledge receipt of your letter of the 7th instant. We have always understood from Captains of ships, and generally, that the whistling regu-

lations as originally framed worked quite

satisfactorily. They are as follows:--"9. No steamship when at anchor near or lying off the Prays, or when moored to or waiting at any wharf or landing-place, shall use the steam whistle, nor shall such steamship, when under weigh, use the steam whistle, except for the purpose of giving

necessary notice of her approach towards any other vessel. "10. No steam-ship when entering or leaving the Harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid -collision. The use of such steam whistle for

any other purpose is hereby prohibited." They will be found in Table ." M" of the Schedule to the Ordinance as it was originally

We would recommend that the shipping members of your Committee make enquiries of their Captains as to whether the regulations as quoted above are not satisfactory, or whether they would suggest any amendments.

It will probably be clear to your Committee that it is the views of the Captains themselves which are really important on a point like this -We have &c..

DEACON, LOOKER & DEACON. E. A. M. Williams, Esq.,

Hongkong General Chamber of Commerce. The following acknowledgement was sent to Messrs. Deacon, Looker and Deacon:-

Hongkong Chamber of Commerce. 12th August, 1909. DEAR SIRS,-I beg to acknowledge the receipt of your reply of 11th August, 1909, to my letter of the 7th idem on the subject of the blowing of steam whistles in the Harbour and to state that the contents thereof have been

brought to the attention of my Committee .-]

E. A. WILLIAMS,

The following letter was addressed to the

Hongkong Chamber of Commerce,

Hongkong, 29th September, 1909. SIR,-I am directed by my Committee to address you on the subject of Regulation No. 21 of Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 and its relation to the control of nuisances caused by the unnecessary blowing of steam whistles in the Harbour.

-The effect of the present regulations is, that unless the steamship blow her whistle when in the waters of the Colony strictly for the purpose of regulations 15, 28 and 31 of the regulations for preventing collision at sea, a nuisance is. committed for which the Master can be fined.

My Committee are given to understand it is the invariable practice of seamen, both in the waters of this Colony and in other crowded anchorages, to give a warning on the whistle of a steamship's approach to small craft, whose presence or course might constitute danger either to themselves or to the steamship.

This warning is necessary from steamers approaching their buoys or wharves under their own way and thus under little control.

Still more is it required in a Harbour congested with small craft and subject to the influence of tides.

Under regulation No. 21, as at present framed a steamship cannot adopt the customary method of warning small craft without being liable-to conviction for a nuisance.

On the assumption that the giving of these warnings is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 6 of

Table "M," which reads:whether in a fairway or not, observe the -vessel-whatever shall-anchor-in-any-of-the fairways:"

ing collisions at sea.

The result of enquiries made of Masters of. vessels through the shipping members of my Chamber, is the unanimous opinion that, in order to prevent accident to small craft and possible loss of life, the use of steam whistles in the Harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a reversion to the regulations, as originally framed, a copy of which is annexed.

My Committee trust that His Excellency the Governor may give this matter his consideraion and that he may see his way to make a much needed reform.—I have the honour to be, &c.,

E. A.M. WILLIAMS,

Secretary.

Hon. Mr. A. M. Thomson, Colonial Secretary.

Regulations Nos. 9 and 10 in Table "M" of the Schedule to the Ordinance as it was originally enacted.

"9. No Steamship when at anchor near or lying off the Praya, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way use the steam-whistle, except for the purpose of giving necessary notice of her approach towards any other vessel.

" 10. No Steamship when entering or leaving the Harbour, or when at anchor therein, shall use her steam-whistle, except for the purpose of navigation or to avoid collision. The use of such "steam-whistle for any other purpose is hereby prohibited."

QUARANTINE RESTRICTIONS AGAINST HONGKONG.

Letter to Government: Hongkong Chamber of Commerce,

20th August, 1909. SIB.—I have the honour to point out that from the returns of communicable diseases for the three weeks ended July 31st, August 7th, and August 14th, the cases of bubonic plague were, respectively, 2, 3, and nil.

My Committee trust that some steps may be taken by His Excellency the Governor towards securing the removal of the vexatious quarantine measures by Ports notified under Notification 502 of the Government Gazatte of the 13th instant.—I am. &c..

E. A. M. WILLIAMS, Secretary.

Hon. Mr. A. M. Thomson, Colonial Secretary.

Reply from Government:—

Colonial Socretary's Office, 24th August, 1909,

SIR,-In reply to your letter of 20th instant. I am directed to inform you that His Excellency proposes to await the issue of clean bills of health before making representations to the various ports imposing quarantine restrictions against Hongkong, The last case of plague occurred on 18th instant and the date of issue. unless any further case is reported in the meantime, will therefore be Saturday next.—

A. M. Thomson, Colonial Secretary.

The Secretary. Hongkong General Chamber of Commerce.

JAPAN-BRITISH EXHIBITION.

-Letter-from-Government-: Colonial Secretary's Office, 14th September, 1909.

SIR,—With reference to your letter of the 1st of last July, I am directed to transmit for the information of your Chamber the enclosed copy of a letter from Mr. Kiralfy, dated the 12th ultimo.—I am, &c.,

C. CLEMENTI, for Colonial Secretary

The Secretary, Chamber of Commerce.

(Enclosure. Japan-British Exhibition. August 12th, 1909.

SIR,—In continuation of my previous correspondence, I do myself the honour to inform you that since my last communication the proposal to hold a Japanese Exhibition at the "White | last and to state that the contents thereof are City," Shepherd's Bush, next year has met with | receiving the attention of my Committee.-I unqualified approval from all classes both in have, &c., this country and Japan. 💝

His Royal Highness, Prince Arthur of Connaught, has accepted the position of Honorary President of the Exhibition, and in view of His Royal Highness' historical Garter Mission to Japan three years ago no conjunction

could be happier makes for the extension of British Trade and East, sent to His Royal Highness, who presided. at the Inaugural Banquet of the Exhibition, the

following message:-"I understand you will preside this evening at a dinner given in connection with the proposed Anglo-Japanese Exhibition next year. International Exhibitions in these days largely depend on private support, and I hope that the Japanese and British people will come forward and promote an undertaking which has for its object an increase in the commercial prosperity of both countries and uniting still closer the bonds of fellowship which already exist between them."

His Imperial Majesty, the Emperor of Japan, also sent a telegram as follows :---

"I take advantage of the occasion to tender my congratulations to Your Royal Highness and to those who join you in celebrating the institution of the Anglo-Japanese Exhibition, and to express my sincere wishes for the complete success of the undertaking."

His Excellency the Japanese Ambassador on "6. | All vessels irrespective of size shall, this occasion said he felt confident that the Exhibition would confirm the friendly senti-International Collision Regulations, and no ments and would greatly help the commercial relations between the two countries, and spoke of the intense interest taken in the Exhibition and likewise to regulation No. 29 for prevent- by the people of Japan and of the large sum of money voted for it by the Imperial Diet.

> The Lord Mayor of London pledged his official and personal support and expressed the conviction that nowhere would more real interest be taken in the Exhibition than in the ancient City of London. The full support of the London Chamber of Commerce and the Associated Chambers of the United Kingdom

is also assured. The exceptionally exquisite and unique millions of people not only from Japan and the United Kingdom, but also from Europe and the other Continents, thus helping to increase the Commerce between the British and Japanese Empires, which alone will take part in the

It is hoped that the British Colonies-many of which have at the present time large commercial relations, capable of indefinite increase, with Japan-and are geographically in close propinquity to that Empire, will take care that the contributions to this Exhibition are worthy of their dignity and importance, both politically and commercially,

The Exhibition will have the advantage of the beautiful and substantial buildings, already known to millions of people, which have made the," White City" so famous in connection with the Franco-British Exhibition, and it only remains for the Governments and Manufacturers of the Empire to produce a series of exhibits which will worthily compare with those already promised by Japan, and to translate into reality the hope expressed by His-Majesty King Edward, that increased commercial prosperity and closer bonds of friendship will result.—I have, &c.,

CHARLES J. KIRALFY. His Excellency, the Governor of Hongkong,

The following acknowledgement was sent to Government: Hongkong Chamber of Commerce,

15th September, 1909. SIR,—I have to acknowledge the receipt of

your letter of yesterday's date (No. 4257/1909). covering a copy of a letter from Mr. Kiralfy ment the Japan-British Exhibition, and to thank you on hehalf of my Committee for your courtesy in forwarding the same for their information.-- I have, &c., -

E. A. M. WILLIAMS, Secretary.

Hon. Mr. A. M. Thomson Colonial Secretary.

Letter from the Secretary of the Japan British Exhibition :-

Shepherd's British, London, W. August 10th, 1909.

Sir,-I have the honour to inform you that arrangements have been completed for the hold. ing of a Japanese-British Exhibition, under the suspices of the Imperial Japanese Government at the Great White City, Shepherd's Bush, next year, commencing on May 3rd, 1910,

and remaining open for about six months. I beg to enclose herewith some particulars of the Exhibition, and I shall be glad if you will kindly assist in making this fact known throughout the numerous commercial associations of your district, and in any announcements, bulletins, &c., that may be issued from time to time. We shall be obliged if you will kindly favour us with the names of individuals and bodies to whom it would be advisable to communicate with in the furtherance of this object.

If you will honour the Exhibition by associating yourself with it in some way, it will be fully appreciated.—I am, &c.,

CHARLES J. KIRALFY. The President. General Chamber of Commerce,

Hongkong. The following acknowledgement was sent to the Secretary of the Japan-British Exhibition:-Hongkong Chamber of Commerce,

15th September, 1909. Sig.—I have the honour to acknowledge the receipt of your circular letter of the 10th August

E. A. M. WILLIAMS,

Secretary.

BEVENTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE. The Secretary of the London Chamber Commerce forwarded copy of the final Programme of Resolutions to be submitted to the The Duke of Norfolk—the premier Duke and | Congress, at Sydney, Melbourne and Adelaide Earl Marshal of England -- has agreed to act as I in September and October, containing, also, the President, and His Majesty the King, with I rates of procedure, lists of the honorary characteristic solicitude for everything that officers, organising committee, Chambers invited No. 1, 1899), which enumerated the concessions to participate and delegates officially nominatwith keen appreciation of our Allies in the Far ed. And also details of the business and social arrangements of the congress.

LUCAL SPORT.

CRICKET.

POLICE 2ND KI. V. R.E.

A friendly match between these teams will be played to morrow afternoon at the Happy Valley. The Police will be represented by W. Cooper. (captain), R. McLennan, J. J. Watt, T. Glendinning, M. O'Sullivan, - Garner, G. Cockle, S. Bell, W. Pitt, W. Spillitt, and

HARMSTON'S CIRCUS.

The first matinee at the circus at West-Point takes place to-day, children being admitted at -half-price. The programme, we are informed, will be the same as at the evening performances.

A CHINESE RACE CLUB.

In his report on the trade of Hankow in 1908, Mr. Sugden, Acting Commissioner of Customs. the initiative of compradores of foreign firms, opposed to the ideas of a decade ago.

THE FAR EAST REVISITED.

THE CHINESE RAILWAY IMBROGLIO, (VII.)

RON THE "TIMES" CORRESPONDENT LATELY IN THE FAR MAST.)

During the first few years after the war between China and Japan had pricked the bubble of "China's latent power," and whetted the appetite of every nation that was still "seeking a place in the sunshine." Chinese railway development served as the chief stalking horse for rival international ambitions. Every Chiness railway concession was regarded as a potential instrument of more or less pacific penetration, if not of actual territorial expansion. This phase ended, as far as China proper is concerned, with the Russo-Japanese war; for, thanks to Japan, China was henceforth safe for the time being against Western aggression, however heavily the Japanese might be entitled or inclined to make her pay for their services in Manchuria. But the international competition for railway construction scarcely lost anything of its former fierceness, though it assumed, at least on the surface, a financial rather than a political form. Railways were no longer forced upon China at the point of the bayonet; for the Chinese had begun to realize the advantages of railway development, and the Mandarins especially had awakened to the opportunities of 'squeeze" that railway development affords. THE TRI-PARTITE AGREEMENT.

financial groups interested in Chinese railway

development was neither to the swift nor to

the strong, but to those who would most

readily accommodate themselves to the peculiar

methods of the Chinese bureaucracy. The British and French groups were for some time restrained by the wisdom of their Governments, who, being chiefly interested in the conservation of China, were alive to the disastrous consequences which must sooner or later ensue if the Chinese are placed in uncontrolled possession of large sums of money. Shortly after the Anglo-French entente, the two Governments agreed to withhold their support from any loan operations which failed to provide adequate guarantees for the proper expenditure of the proceeds of such loans. The Germans, on the other hand, were subjected to no similar restraints, for Germany's policy pursues different ends. The same phenomenon which was witnessed in Turkey under the Hamidian régime was reproduced in China. The more hopeless the financial tangle brought about by misgovernment, the greater the anxiety of German financiers to get their fingers into the Chinese pie. So long as a country has great natural resources and its potential wealth is beyond doubt, the pecuniary straits of its rulers are the lender's opportunity. Nowhere has the scientific co-ordination of industrial and financial enterprise attained such development as unde the paternal again of the German Government and, if a loan opens up prospects of placing large lines of German exports, little difficulty is experienced in making it worth while for the financier to take some risks. Moreover, German diplomacy looks upon all such operations with a kindly eye, as they open the way for pegging out potential claims which lend themselves to exploitation for political purposes. Briti and French financiers thus found the ground being constantly cut away under feet by their German rivals, and in Poking as in Constantinople, they ultimately made up their minds that their own interests would best be served by swimming with the German stream. Financiers, after all, the doubtless argued, "are not out," as our Ameri can cousins say, for the defence of national interests, but to make money. The result has been the creation for purposes of Chinese rail way construction of an international combina tion at the expense of British interests and of sound finance. American participation has at last been accepted, but too late to modify the situation with which I am dealing in thi

As the generis of this combination is closely connected with the project for a railway from Hankow to Canton, it may be well to recall briefly the history of that project. Originally granted to an American company which entered into an agreement for co-operation with British syndicate, the concession for the construction of the Canton-Hankow Railway figured, for the information of Parliament, in important memorandum from the British Minister to China, of November 23, 1898 (China, obtained by Great Britain as a set-off to the concessions obtained by other Powers during the great battle of the railways then being waged at Peking. Subsequently, the British interest in that concession having evaporated, and the American-interest having passed very largely into Belgian hands, the Chinese entered negotiations for the repurchase of the concession even at a heavy pecuniary sacrifice, in order prevent the same foreign group which already controlled the northern section (Peking-Hankow) of the great "north to south" trunk line from acquiring similar control over the southern section (Hankow-Canton). The concessionaires demanded £1,350,000, and the Chinese could not carry out this operation without financial assistance. Such, however, was the importance rightly attached by the British Government preserving from foreign control a railway of which the southern terminus was to be at ton in close proximity to the British colony Hongkong, that the Government of Hongkong was authorized by the Imperial Government advance at the very moderate rate of 42 cent, interest the sum of £1,100,000 to Chang Chih-tung, who was then Viceroy of the Middle Yangteze, for the purpose of completing the repurchase of the concession. Chang Chih-tung in return gave the British Government, on September 9, 1905, an undertaking that British capital and materials should have the preference whenever China decided to construct that line. * THE GERMAN" COUP."

THE HANKOW-CANTON BAILWAY.

After several desultory attempts China de cided to do so last winter, and Chang Chih. interests in the Hankow-Canton Hailway, for tung, who had in the meantime exchanged his the protection of which the Government of writes .- In the spring the wealthy Chinese, on Vice-royalty for the post of Grand Secretary at Hongkong had not long ago incurred heavy Peking, so far kept his engagement as to apply | liabilities, British interests in the Hankowstarted the first Chinese race club. 10,000 taels | in the first place for the capital required to the | Szechuan Railway were also surrendered to the were subscribed, and within two weeks a tem- British group represented by the British and porary conrise was laid out, ponies collected, and, Chinese Corporation, and practically controlled a meeting held with great enthusiasm. During by the Hongkong and Shanghai Bank, acting | consent, that in the event of further extensions the summer the club—capital, 100,000 dollars—| with a French group represented by the Banque | the British and the French groups shall have laid out a property, given by one of its members, d'Indo-Chine. But this group was then still their share. Yet our rights with regard to the on the plain close to the city and concessions. It guided by the policy of the British Government | Hankow-Szechuan-Railway had been even more abandoned itsautumn meeting after the first day's and was prepared to negotiate a loan only on explicity-recognized by China-than in respect racing on account of the death of the Emperor. terms securing adequate control over its expen- of the Hankow-Canton Railway. On October The club is run on the lines of the foreign club, diture—commonly known as 'Kowloon terms," 1, 1903, Prince Ching gave Sir Ernest Satow, gentlemen jockeys only being allowed. A most because similar terms had been embodied in then British Minister in China, an understriking evidence of the change that is coming the loan for the construction of the Kowloon taking that, if China desired to construct a over China is afforded by these young men of (Hongkong)-Canton Railway. Only in con- railway from Hankow into Szechuan and had the rich gentleman class riding out to train in nection with the southern section of the Tien not sufficient capital, she would obtain all character of the exhibition is sure to attract the early morning and competing on race tsin-Pukau Railway had the British finan- necessary foreign capital from Great Britain days working hard, sacrificing personal comfort ciers agreed, under German pressure, to the or the United States. The undertaking further and old ideas, for the sake of sport and the less stringent terms which the Germans were provided for the non-alienation of the railwayhonour of a prize while the older generation, willing to accept for their northern section of to the subjects of other countries. Yet the brought up to consider bodily exercise de- the line-commonly known as "Pukan terms." British Government seem to have come somerogatory, watches, applauds, and enjoys itself. Their experience of these terms had not been what hastily to the conclusion that, as British thoroughly in an unrestrained manner uttorly such as to weaken their objections to them. financiers were satisfied, there was no other The Germans, however, were determined to get

And Running Sores which Grew and Spread Discharge was Disagreeable and Pain was Fearful -Continual Buzzing in Head.

FOUND A TRUE CURE AFTER MANY FAILURES

"About twelve months ago ab-scesses began to break out on my head and I had running sores behind my ears. They grew and spread and soon a nasty discharge was continually runming from them, causing fearful pain. There was always a buzzing noise in my head. I was under doctor's treatment for three months in vain: I also tried several cintments, but they failed to give me any relief. At last I thought would give Cutiours attrial. So -bought a cake of Cuticura Soap, a tin of Cuticura Cintment and a bottle of Cutioura-Pilla. After using them for about twelve days I began to feel considerably better. The discharge got less and the abscesses began to die away. I no longer had the buzzing noises in my head. By the time I had started on my second set of the Cuti-cura Remedies I was cured. It is about six months since I was cured and I have never felt the slightest sign of the abscesses returning. -I can not give thanks enough for the good Cuticurs has done me. Mrs. Annie Lyles, Towin Lower Green, near Welwyn, Herts, England, Nov. 26, 1908."

Complexion Cleared

By Cuticura in a Month. "For nearly five years I was suffering from a disease on my face and neck which caused a number of spots and blackheads. For a long while I had no signs of cure, having used numerous cintments. Then I was told by a friend Why not use the Cuticura Rem-I did and the effect was great for in about a month I was released from my old complaint. Thanks to the Cuticura I have now a clear complexion. B. N. Girdlestone, 27, School Hill, Lewes

Sussex, Eng., Dec. 9, 1908. Complete External and Internal Treatment for very Humour of Infants, Children and Adults con-Every Flumour of Infants, Children and Adults conmots of Cuticura Soap to Cleanse the Skin, Cuticura
Ontment to Heal the Skin and Cuticura Resolvent
Fils to Purify the Blood. A Single Sot often Cures.
Beld throughout the world. Depois: Landon, 27,
Charterbouse Eq.: Paris, 5, Rue de in Paix: Austrama, R. Towns & Co., Sydney, So. Africa, Lennon,
Ltd., Cape Town, etc.; U.S. A., Poster Drug & Chem.
Carp., Boston. Car Post-free from London depoit,
mample of Cuticura, with book-on skin diseases.

some hold over the Hankow-Canton line, and professing to have no cause for complaint, as far as they were concerned, with "Pukau terms," they offered Chang Chih tung a loan on those terms. As this offer coincided with all the Grand Secretary's expressed wishes, it soon became evident that, in the absence of strong pressure from the British Government, very little reliance could be placed on the pledges given in 1905 to the British Government... The British financiers, though warned of the danger. refused very rightly to lower their terms. and, had they only stuck to their guns, they would have had the strongest possible claim to the support of the British Government. But, whilst holding out in Peking, they let it be known in Berlin that they were quite ready to negotiate on the basis of a recognition of German claims to participation. Conferences were hurriedly held in Europe for a tri-partite igreement between the German, French, and British groups for future co-operation in the flotation of Chinese railway loans which presumably secured the financial interests of the British group, but certainly safeguarded no other British interests. An agreement was actually reached in principle in Berlin on March 1, but for some inexplicable reason the representative of the British group failed to stipulate that, pending the formal ratification or that agreement, all parties should suspend the separate negotiations which were then proceeding in Peking. This made the Germans masters of the situation. They struck whilst, the iron was hot. Their representative in Peking pressed the Chinese to clinch the bargain whilst he was still in a position to concede to them the "Pukau terms," which as soon as the tri-partite agreement was ratified he would no longer be able to grant in their

CHANG CHIH-TUNG'S BREACH OF FAITH. Chang Chih-tung readily fell in with the scheme, and signed the contract with the Germans on March 7. As for his breach of faith with the British, he pleaded that, as the British and Chinese Corporation represented British interests in the matter and they had not seen fit to offer terms similar to those which the Germans had put forward, their preferential rights, had lapsed by default, This argument might have been good as against the British and Chinese Corporation; but it was to the British Government and not to the British and Chinese Corporation that his pledge had been given, and before signing with the Germans he was clearly bound to give the British Minister notice sufficient to enable other British capitalists to come forward, should any have been willing to deal on easier terms, especially as the terms which the Germans were offering were not of a nature to safeguard the preferential rights assured to the British Government. The British Legation naturally protested strongly against this breach of faith; but unfortunately, after having displayed at further_conferences_held_in_Paris_early_in April a good deal of ill-humour at the sharp practice of their German friends, the British group, with their French associates, finally tendered their submission to Berlin.

The submission was complete. In return for

entirety.

ing allowed to resume a portion of our vested Germans, against an undertaking, to which China has never consented and is not likely to

(Continued on page 5)

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5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that R. M. DYER, having been Appointed CHIEF MANAGER of the Company, takes up the duties of the position from This Date.

By Order of the Board of Directors, W. J. GRESSON, Hongkong, 5th October, 1909.

THE VALUE of the HONGKONG L DOLLAR proclaimed by the Director of the United States Mint for three months to end December 31st, 1909, is .404 in terms of AMERICAN GOLD CURRENCY. Consular Fees for the quarter ending

December 31st, 1909, will be as follows: Extra Copy of Invoice Landing Certificate Bill of Health

Supplemental Bill of Health ... 6.25 Hougkong Currency only is accepted in payment of fees at this Consulate-General. The Invoice Clerk is forbidden to accept any Chinese Coin whatever or accept Hongkong Fractional Coin in amounts of over \$2.00 at

STUART J. FULLER, American Vice-Consul General in Charge.

Hongkong, 5th October, 1909.



PUBLIC AUCTION.

DARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of October, 1909, at 3 P.M., at the Offices of the Public WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND near Shaukiwan Inland Lot No. 414, in the Colony of Hongkong. for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality			idary emeati).	5 - 7	Annual Rent	Upret Price.
		<u> </u>	N.E.	5, W.	N.W.	8.2.	-	- 3	
** ** ** MH**	nland 18.	irean No.	feet	feet	feet.	feet		-	
1,	No. 41	Shauk d Let 414.	ть	75	6 0	80	035,4	142	4,500
	Manual Fol	Near		· •					

STEAM TO

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

TITHE Peninsular and Oriental Steam Navigation Company's Steamship

"CEYLON," Captain F. N. RIVERS, R.N.R.; will leave for the

above places on or about 20th October. SALOON FARE, £38.10, including Surtax.

For Freight and Passage, apply to E. A. HEWETT,

Superintendent. Hongkong, 5th October, 1909. SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

THE Steamship "GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as

above on or about 23rd October. For Freight apply to JARDINE, MATHESON & Co., LTD., Horgkong, 5th October, 1909.

FOR SALE. YOST TYPEWRITER in Perfect Condition.

Apply by letter to-Box 432, Care of "Daily Press" Office. Hongkong, 5th October, 1909.

NOTICE.

TE have authorized Mr. ARCHIBALD DAVID to Sign our Firm Per DAVID to Sign our Firm Per Procuration from this date. S. J. DAVID & Co. Hongkong, 4th October, 1909.

GRAUA & UO.. No. 27 DES VŒUX ROAD,

Dealers in POSTAGE STAMPS....

PICTORIAL POST CARDS: Inst Received, a Selection of

POSTAGE STAMP ALBUMS WITH MOVEABLE LEAF. Duplicate Pocket Books. Magnifying Glasses. Watermark Detectors. Nickel Tweezers. Peerless" Stamp Hinges, &c., &c., &c. Inspection Invited. [1259]

INTIMATIONS

HONGKONG GUN CLUB

THE ANNUAL GENERAL MEETING will be held at the CLUB House on SATURDAY. the 9th October, 1909. G. C. MOXON. Hon. Secretary.

Hongkong, 4th October, 1909.

HONGKONG ST. ANDREW'S SOCIET

TNTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID-WOOD. Hon. Secretary. Hongkong, 7th September, 1909.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will commence on WEDNES-DAY, October 6th: ENGINEERING-SECTION: Building Construction and Drawing. Machine Drawing.

Steam. Mathematics. Mechanics.

Physics. COMMERCE SECTION: English,

French. Shorthand (including Typewriting). Book-keeping. SCIENCE SECTION:

> Sanitation. Chemistry Theoretical Practical.

Physics. Teachers' Class:

English. Students should attend at the Institute to be enrolled on MONDAY or TUESDAY next,

between 6 and 7 P.M. Copies of the Prospectus and Entry Forms for intending Students may be obtained on

application to the Undersigned. Prizes and Certificates earned last Session will be distributed by the Hon. Mr. BREWIN in Queen's College Hal, on MONDAY, Oct.

11th, at 5.30 P.M. E. RALPHS. Director. -Hongkong, 1st October, 1909.

FOR SALE

FOR SALE.

ERRINGTON, PEAK BOAD No. 8. For Particulars apply to-

C. SCHRÖTER, King's Buildings, IIIab. Hongkong, 1st September, 1909.

HOTEL NAGASAKI THE COMPANY, LIMITED.

(IN LIQUIDATION). SALE

PRIVATE TREATY

Electric Light Plant.

Refrigerating Plant by (J. & E. Hall, Ltd). THE THREE-STORIED BRICK BUILD-ING, Engine-house, Servants' quarters.

The desirable Property consisting of 1,234 TSUBOS situated on Lots No. 43, 44 and 45, Sagarimatsu, Nagasaki.

For further particulars apply to P. J. BUCKLAND,

Litanidator. No. 7, Oura, Nagasaki.

Dated Nagasaki, 23rd September, 1909. [1265

FROM ALL WINE DEALERS

SOLE AGENTS: MITSUI

BUSSAN KAISHA.

DAVID CORSAR & MERCHANT NAVV MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN

TARPAULING_ ARNHOLD, KARBERG & CO. Sole Agents,

SINGON & CO.

TRON, STEEL, METAL and HARD. L WARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

FUBLIC COMPANY

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

TYOTICE IS HEREBY GIVEN that au EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909. at 4 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the resolution be passed by required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened. RESOLUTIONS.

That the Articles of Association be altered manner following :---(a) In Article 65 the word "Five" shall be substituted for the word "Twenty." (b) In Article 86 the word "Three" shall be substituted for the word "Ton." NG LI HING.

General Manager. Dated the 14th day of September, 1909. [1205]

NEW CARTRIDGES.

all Bores and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and 87.50 per 100, SPORTING REQUISITES | moderate. and AIR GUNS in Variety.

Inspection Invited, WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkeng, 6th March, 1907.

BOARD AND RESIDENCE. COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and

Bathroom, is offered with Board to a permanent

"GOOD VIEW," Care of " Daily-Press" Office. Hongkong, 14th September, 1909.

TO LET

OFFICES TO LET.

ROOMS, on let Floor, Hotel Mansions. from 1st October next. Apply to-JOHN D. HUMPHREYS & SON.

Alexandra Buildings. Hongkong, 6th September, 1909. [1171]

TO LET. IN Canton, from the 1st November, two SEMI-DETACHED HOUSES. containing Eight Rooms with Back Yards and

the occupation of the Mitsui Bussan Kaisha. Apply to-DAVID SASSOON & Co., LD Hongkong, 4th October, 1909.

Servants' Quarter, on Shameen Lot 55, now in

TO LET. TO. 158, PRAYA EAST.

Apply— JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd September, 1909. [1232]

TO LET. NOREIGN HOUSES, Nos. 9 and 9A, Wong NEI CHONG ROAD, facing Race Course Apply to—

GOH GUAN HIN, 64, Bonham Strand West. Hongkong, 24th September, 1909. 1237-

TO LET.

King's Buildings. FFICES facing the Harbour from about October at present in occupation of

Mesers, JARDINE, MATHESON & Co., LTD. Apply—
THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st October, 1909.

POPULAR SUMMER RETREAT NE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sani-

tarium, near Foochow, to be let, fully furnished; for the whole sesson. Apply to Office of this paper for references. Foochow, 22nd May, 1909.

TO LET. TO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., latelyoccupied by Weismann Ltd., for Tiffin Rooms. Apply to- YEE SANG FAT & Co.,

Opposite General Post Office. Hongkong, 21st June, 1909.

TO LET. GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

H. M. H. NEMAZEE, 9, Peddar's Hill. Hongkong, 14th August, 1909. [1073

TO. 1 and 3. MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET, SON'S Apply—
MESSES JARDINE, MATHESON

MESSES JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909.

TO LET.

TO. 1, CANTON VILLAS, Kowloon.

THE HONGKONG LAND INVEST. MENT & AGENUY CO: LD. Hongkong, 1st October, 1909. TO LET.

NE SPACIOUS GODOWN, No. 125, and Adjacent Islands. Wanchai Road Apply to-REUTER, BRÖCKELMANN & Co.__

TO LET. TO. 26. WYNDHAM STREET containing 6 ROOMS.

Apply to-E. A. & C. F. CARVALHO, 414, Arbuthnet Road. Hongkong, 4th August 1909,

TO LET. TO. 1, OBSERVATORY VILLAS, Kowloon, Five-Roomed House: Electric Lights and Tennis Court. "ERANEE BUNGALOW," Furnished Kowloon. A Small-Garden attached. Cheap

Apply to-ARRATOON V. APCAR & Co., 14. Des Voeux Road. Hongkong, 24th August, 1909. TO LET.

ODOWN, No.5A, DUDDELL STREET. Apply to— THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st October, 1909.

TO LET.

Py popular English Manufacturers. In CODOWNS Nos. 7, 8 and 10, and the Top all Bores and Sizes.

Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally

KAM FOOK, Apply to— No. 107. Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909.

TO LET. TO. 2. ELLIOTT CRESCENT, ROBIN-SON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to— F. X. D'ALMADA E CASTRO, 33. Queen's Road Central. Hongkong, 7th July, 1909. STORAGE.

FOR COAL, TIMBER, &C. TO BE LET, a Portion of MARINE LOT I No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply— GEO. FENWICK & Co., LTD.

Hongkong, 8th June. 1906. TO LET GODOWNS, Nos. 95, 96 and 97, PRAYA

CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909.

TO LET.

Suite of 3 ROOMS on Third Floor of "Hotel Mansions," with use of two Bath Rooms, suitable for Offices or Living Rooms. From 1st November next. FIVE ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession, Chesp Bentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. HUMPHREYS ESTATE & FINANC

COMPANY, LIMITED.

Hongkong, 30th September, 1909. [1258

TO LET. UNHAVEN, 53, ROBINSON ROAD. 52, CAINE ROAD. Apply to-HO U MING.

81, Queen's Road Central. Hongkong, 7th September, 1909. [1177-

TO LET. HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. OFFICES To LET, No. 2, Connaught Road, No. 3, CLIFTON GARDENS, Conduit 1st floor. OFFICES in YORK BUILDING.

GODOWNS In PRAYA EAST, BLUE BUILDINGS and No. 16B., Des Voeus, Road next to the Hongkong Hotel. FLATS in MORETON THERACE. Apply to-

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TO LET.

TN No.6, DES VŒUX BOAD CENTRAL, OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers No. 31, Wyndham Street. DAVID SASSOON & Co. LTD.

TO LET. NTO. 2, BEACONSFIELD ARCADE. facing the Parade Ground. PREMISES lately vocated by Messrs. Gordon & Co., known as 21, Whitefield, Shauki-

Hongkong, 15th September, 1909. [1054]

wan Road. PREMISES at SHAMEEN, CANTON, now in occupation of the Canton Kowloon Railway. CLAVADEL, No. 106, Peak (furnished), til' 31st December, 1909. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden. BEACONSFIELD ARCADE, 2 Rooms on

DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. HOUSES in BELILIOS TERRACE. ROBINSON ROAD, newly painted and color-washed, exceptionally-cheap-rentals." FOR SALE.—Tor CREST, at Peak, com-

1st Floor, well suited for Offices.

manding a Magnificent View of the Harbour Apply to— LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hougkong, 20th September, 1909: [911 Wongkong, 30th August, 1909. [100]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA...

INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE-LONDON. RESERVE FUND £1,575,000 RESERVE LIABILITIES OF PROPRIE-TORS....£1,200,500

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent

WM. DICKSON, Manager. Hongkong, 6th April, 1909.

TEDERLANDSCHE HANDEL.

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) Established 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745

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BRANCHES AND AGENCIES. Tokyo 🗆 -London-Lyons Nagasaki -New York San Francisco Honolulu Hankow Shanghai Bombay Tientein Peking Chefoo Newchwang Dalny Port Arthur Antung Lioyang Chiang Chun

- Hongrone-Interest Allow 11. On Current Account at the rate of 2 per cent per annum on the da ily balance. On fixed deposits for 12 months 4 % per annum

 $\frac{1}{2}$, $\frac{1}{2}$, ". "TAKEO TAKAMICHI. Manager. Hongkong, 14th September, 1909.

BANK8

TYONGKONG AND SHANGHAL BANKING CORPORATION. PAID-UP CAPITAL

RESERVE FUNDS:-STEELING £1,500,000 at 2/-=\$15,000,000 \$15,250,000 SILVER ... **\$**30,250,000

E. G. Barrett, Esq.

Reserve Liability of Prop'tors \$15,000,000 COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. Tomkins, Esq. - Deputy Chairman. i E. Shellim, Esq. J. W. Bandow, Esq.

R. Shewan, Esq.

H. A. Siebs, Esq. C. S. Gubbay, Esq. H. A. W. Slade, Esq W. Helms, Esq. C. R. Lensmann, Esq. CHIÈF MANAGER: Hongkong-J. R. M. SMITH.

> MANAGER: Shanghai-H. E. R. HUNTER.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED Hongkong-Interest Allowed. On Current Account at the rate of Two per

cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent, per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4. per cent. per Annum. J. R. M. SMITH,

Chief Manager. Hongkong, 21st August, 1909.

HONGKONG SAVINGS BANK. HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION: Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghat BANKING CORPORATION. J. R. M. SMITH.

Chief Manager.

TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK). ESTABLISHED 1863.

Hongkong, 12th January, 1907.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,590) F1. 2,754,338,09 (£229,528) Reserve Fund HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA. LONDON BANKERS: THE WILLIAMS DEACONS BANK, Swiss Bankverein.

BRANCHES AND AGENTS all over the THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fire!

Deposits at the following rates:—

C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. TIME BANK OF TAIWAN, LIMITED

12 months 4% per annum.

(Incorporated by Special Imperial CHARTER). Capital Subscribed (paid up) Yen 5,000,000 Reserve Fund

HEAD OFFICE: TAIPEH, FORMOSA BRANCHES AND AGENCIES Tainan Kobe Nagasaki Tamsuí Tokyo Yokohama Shanghai Keelung

Swatow HONGKONG OFFICE: 3. DES VŒUX ROAD. allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager,

MORPORATION. CAPITAL PAID UP ... Gold \$3,250,000, - about Mex. \$7,222,222 ... Gold \$3,250,000 RESERVE FUND

= about Mex. \$7,222,222

Hongkong, 10th September, 1909.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent. per annum.

For 6 For 3 No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON,

Manager. Hongkong, 8th April, 1908.

DR. M. H. CHAUN. THE latest Method of the AMERICAN SYSTEM of DENTISTRY: 33, QUEEN'S ROLD, CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

CIENT TING SURGEON DENTIST. No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 1221.

ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

ALWAYS THE HARMSTON RECORD

PACKED JAMMED TO THE DOORS. (MONEY REFUSED).

EVERY EVENING AT 9.15 P.M. SHARP.

DOORS OPEN ONE HOUR EARLIER.

Advance Representative.

OUR ALL-STAR COMPANY

CONTINENTAL ARTISTES IN NUMBER 30

LOCATION OF OUR TENTS:--

TRAMWAY TERMINUS, KENNEDY TOWN. FOR FULL PARTICULARS READ OUR DESCRIPTIVE HAND-BILLS.

> FIRST MATINEE) WEDNESDAY, FIRST MATINEE | Oct. 6th.

Children Half-Price to Matinees only. Doors Open 3 o'clock. Performance at 4 P.M sharp.

Proprietress.

N.B.-Soldiers and Sailors in uniform Half-Price to the \$1.00 and \$2.00 Seats. Booking at ROBINSON PIANO Co., LTD.

NOTICE .- Special Trams running before and after performance. COL. BOB LOVE, . MADAME HARMSTON-LOVE, R. ALTON,

PREMINITE

Sole Manager.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40.000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

SOUTH MANCHURIA RAILWAY.

AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE. THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping. Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (2877 tons each)

NURTH BOUND.

	and the second of the second o		, ,,	
Leave —Shanghai (Steamer Arrive—Dairen (,, Lv. —) 11 a.m.	Thursday Saturday Sunday	Saturday o Monday o Tuesday	r Sunday r Tuesday Friday
Ar. — Mukden Lv. — Changchun Lv. — (Russi		 Monday	Wednesday	Saturday
Ar. —Harbin (") 3 p.m.	27 27	23	. H
Conn	ecting at Harbin with	State Express for Moscow.	Wagon-Lite for Moscow,	State Express for St. Pet g.

	· 	80	UTH-BOUN	D		* *
	Connect	ing at H	arbin with {	State Ex- press from St. Pet'g.	State Express from Moscow.	Wagon-Lite from- Moscow
Leave — Harbin Arrive—Changehun Lv — " Ar. — Mukden Lv. — " Ar. — Dairen Lv: — " (S Ar. — Shanghai (teamer)) 	9 a.m. 6 p.m. 7 p.m. 2.10 a.m. 2.30 a.m. 12.30 p.m. afternoon.	Tuesday Wednesday Friday		Saturday Sunday iday sday

TICKET AGENCIES-The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.

and Messrs, Thes. Cook & Son. RAILWAY HOTELS-YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL. TRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722] A LING & CO.. JUST LANDED

A-LARGE ASSORTMENT OF 19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS

- STORE. Photographic Goods of every Description in Stock. PHOTO-SUPPLIES,

Developing and Printing Undertaken. Hongkong, 31st July, 1907.

LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO..

26. DES VŒUX ROAD, CENTRAL. Hougkong, 20th August, 1909.

THE FAR EAST REVISITED.

(Continued Fram page 3)

course left but to acquiesce in China's breach faith, though the subsequent action of th United States, based on the same rights, but with far less important interests at stake, has shown that there was another and a better course open to them too. Had the British Government maintained their protest against the action of China, she would no more have ventured to disregard it than she has ventured to disregard the protest of the United States Government. Even had she done-so, the lossto British interests would not have been more permanent than it has been in Constantinople where our prestige and credit were enhanced by withholding all official support from the operations of cosmopolitan finance under the Hamidian régime. The British Government no doubt, attached great importance to the retention of some share in the Hankow-Canton. Railway, but later developments show that nothing has been saved which was worth saving

THE NEW BAILWAY CONTRACT.

At the time of the signature of the tri partif agreement between the British, French, and German groups it was asserted that the object of the combination was to prevent cut-throat competition and to place the Chinese under some more effective restraint over the expenditure of loan funds than "Pukau terms afforded; and the parties to the agreement did, I believe, specifically bind themselves to insist upon the appointment in every case of European chief engineers, who should issue certificates for all construction expenditure, and of European accountants responsible to the lenders. These may have been the pious intentions of the combination, but they were certainly not carried into effect in the loan agreement which followed with the Chinese Government. It provides, it is true, for the appointment of a British Chief Engineer for the Hupeh-Hunan section of the Canton-Hankow Railway, and similarly of a German Chief Engineer for the Hupeh section of the Hankow-Szechuan Railway. But though, until construction is completed, these engineers are to be "acceptable to the banks." they are to be appointed, not by the banks, but by the Chinese, and they will be "under the orders" of the (Chinese) managing directors of the respective-lines. They are not even authorized to issue certificates for requisitions to meet the needs of construction. The nature of their services, devoid of all authority, is simply that | having raised the gangway, the five tars attempwhich has proved a failure on the Tientsin-Pakan and the Hangchau Railways. The only deering a lighter. Meanwhile, the Commander check which the banks claim over expenditure provided by the presence of auditors, whose functions differ slightly but not materially from those which have equally proved worthless under "Pukan terms." The conditions under which loan funds are to be handled are as follows:- The transfers of loan funds to China are to take place "on the sole authority of the (Chinese Director-General, "who also "at his discretion" will effect transfers from the loan funds in China to the credit of construction accounts at the banks, and from the banks to the (Chinese) Managing Director of the lines. The latter shall issue in duplicate, two days before presentation of such orders of transfer, a certificate stating clearly the object of the transfer handing one copy to the auditor and one copy to the bank concerned. How in practice there can be any more effective control under these terms than under " Pukan terms almost passes comprehension.

" PUKAU TERMS." Lest there should be any misapprehension as to the illusory character of these guarantees, it may be well to quote Article 17, which provides that "the construction and control of the rail way lines shall be entirely and exclusively vested in the Imperial Chinese Government and shall be organized in accordance with the practice actually in force on the northern section of the Tientsin-Pukau Railway." The chief argument put forward by the champions of the combination was that on this northern section under German supervision "Pukau terms lind worked smoothly and satisfactorily without any of the friction which had occurred on the southern section under British supervision. If the British, it was asserted, had only shown as much tact, or as much energy, or as much good will as the Germans, "Pukan terms, would have been as successful on the southern as on the northern section. Unfortunately for this argument, an incident has occurred since Article 17 was embodied in the loan contract which materially affects its value. After an inquiry conducted by Natung, Vice-President of the Waiwupu, several of the highest Chinese officials on the German section of the Tientsin-Pukau Railway have been convicted and severely punished for corrupt practices, to which, according to memorials published in the Chinese Press, they resorted in collusion with the Germans. If this was the --- sort of lubricant applied by the Gormans to make "Pukan terms" work on their section, Article 17 of the new loan contract will hardly inspire as much confidence as its authors anticipated. If, on the other hand, the Germans were not privy to those practices, the failure of such supervision as "Pukau terms" allow to prevent maisdministration and corruption in connection with railways is proved up to the

A STRANGE PROVISION. Not the least peculiar feature of this loan contract is that, whilst the British Government are constantly pressing the Chinese to abolish likin dues, as they solemnly undertook to do under the Mackay Treaty of Commerce of 1902, the bad precedent of the Tientsin-Pukan agreement is again followed and the general, likin of both Hunan and Hupeh figures prominently amongst the securities accepted by British financiers for this loan. Though provision is made for substituting other securities in the event of treaty revision, it is stipulated that pending treaty revision "whatever likin required to provide the security of in Hongkong to-day at 6 a.m. this loan shall neither be decreased nor abolished except by previous arrangement the 3rd inst., and is due here on the 6th inst. with the banks, and then only in so far as an equivalent is substituted for it in the shape of a first charge upon the increase of Customs | due here on the 7th instant at about 4 p.m. revenue consequent upon such revision." The Chinese Government can therefore sgain in. Line) left Moji on the 3rd inst., and is expected trench itself behind a contract signed with here on the 9th inst. British financiers, and apparently approved, at least tacitly, by the British Government, in at Yokohama on the 2nd inst. at 4 p.m. She resisting any representations on the part of the will sail for this port via the usual culling ports British Government for an abatement or modi- on the 5th inst., and may be expected here on fication, except in return for increased import or about the 23rd inst. duties, of a system of inland-taxation which is ... The C.P.R. str. Empress of Japan arrived admittedly most detrimental to British trade | Shanghai at 1 a.m. on the 4th instant, and left and at variance with China's treaty obligations | again at 10 p.m. same day for Hongkong, where towards this country.

THE GERMAN "BIED IN THE HAND." freely stated in Europe that, if the Germans again at 1 p.m. Saturday for Shimidzu, where have got the lion's share for the moment in the | she is due to arrive at 10 a.m. on the 3rd inst. network of railways secured to them in Hupeh, the British and the French will be similarly favoured later on when the Szechnan sections of the Hankow-Szechuan Railway come to be built. It should, however, be clearly understood that the Hupeh section of the Hankow-Szechuan railway is the only one provided for in the loan contract with the Chinese Govern-

ment. The German group has, no doubt, agreed as a condition of the combination to leave the further sections of that railway to the British and French groups, but the Chinese Government is no party to that understanding On the contrary, an official intimation has been repeatedly published in the Chinese Press to the effect that the Chinese Government has no intention whatever of having recourse to foreign capital for the construction of those sections, Therefore, whilst the Germans have their bird in the hand, the British and French birds are still absolutely in the bush.

These, however, are matters which concern primarily the financiers and the investing public. What I have attempted to show is that the combination has defeated what was generally regarded as one of the main objects of Eritish policy-namely, to prevent China in her own interests from increasing her indebtedness by foreign loans unaccompanied with adequate guarantees that the money shall be honestly and usefully expended. Great Britain is above all interested in the conservation of China which is at the present moment threatened chiefly by the chaotic condition of her national finances Financiers, as such, are doubtless not bound to look to anything but the profits which they can make, and nothing seems to be more profitable than the flotation of loans, however detrimental those loans may be to the borrower's best interests: In this respect alone the triumph of the combination is unquestionably a direct blow to British policy; and not only in this respect as-I shall show in my next article.

JACK ASHORE,

ESCAPADE OF BRITISH BLUEJACKETS IN JAPAN

The British cruiser Monmouth left Nagasaki for Vladivostock on the 19th ult. Prior to her departure 15 bluejackets, over-staving leave ashore, created a disturbance in the town of Nagasaki. Five of the men are stated to have behaved violently. As they were to be arrested by the police at the instance of the commander of the warship in consequence of their prolonged stay ashore, they seized a waterman's boat at the liatoba and rowed into the harbour. The harbour police then despatched a steam launch, and when it approached the boat occupied by the blue jackets its occupants menaced the police by drawing swordsticks and brandishing clubs. The blue sckets maneuved their boat alongside a British steamer to escape on board that vessel, but her captain ted to make for the offing, this time commanof the Monmouth, on receipt of tidings from the harbour police, sent ten other bluejackets to arrest the defaulters. The latter now landed at the Mitsu Bishi shipbuilding yard and effected an escape though the yard. Passing the shipbuilding yard, the men entered a bar, where they were finally arrested by the ten bluejackets -specially-detailed from the British warship in co-operation with the police, to whom they offered desperate resistance. The disturbance lasted about four hours, but fortunately nothing serious occurred, except injuries sustained by one policeman and one blue jacket.

BARON AND BARONESS RADEWITZ KILLED.

While on their way from Marienbad to Paris, on the 19th alt. Baron and Baroness Radewitz were killed in a sensational auto accident: When the automobile in which there were making the trip was approaching Amberg, a carriage came out of a side road. In trying to avoid a collision; the chauffer turned sharply to the right and the machine struck a tree. The Baron was killed on the spot, and the Baroness died a few hours later. Before her marriage, the Baroness, as Rifa Loon, was the principal actress of the Residenz Theatre in Beilin.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report: -On the 4th at 6.00 a.m. -Black South Cone At 12.05 p.m.—The barometer is inclined to rise in the neighbourhood of Hongkong. It

has fallen considerably over Tongking and N. The typhoon, which appears to be moving Westwards, is situated to the South of Hongkong in about 20° Lat.

The barometer has a tendency to fall again in the Philippines and a marked fall has taken place over the Loochoos. Probably another depression exists over the Pacific in about 20° Lat., 130° Long. A third depression is moving Eastwards over

lanchuria. The highest pressure is shown over N. Chins. Fresh N.E. winds may be expected in the Formosa Channel and cyclonic gales over the N.W. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at moon to-day is as follows:--Hongkong & Neighbourhood,*)

N.E winds, Formosa Channel South coast of China between? Same as No. 1. Hongkong and Lamceks. South coast of China between

Hongkong and Hainan ... } N. gale. -(*) Moderate E. gale, gradually decreasing; squally, showery.

LATEST STEAMER MOVEMENTS

The I.G.M. str. Prinz Eitel Friedrich left Shanghai on the 2nd instrat 9 p.m., and may be expected here to-day at 6 a.m. The P.M. str. Manchuria is due to arrive

The C.N. Co.'s str. Linan left Shanghai on The P. & O. str. Palermo left Singapore for this port on the 2nd instant at 9.30 s.m., and is The N.Y.K. str. Yetorofu Maru (Bombay

The G.N. str. Minnesota from Seattle, arrived

she is due to arrive at 8 s.m. on the 7th inst.

The C.P.R. str. Empress of India arrived One more point deserves notice It has been Kobe at 6.30 p.m. on the 1st instant, and left

> How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudra Charmant will enable you to do it. Her Specialities for the Skin are the study of a ifetime, A. S. Watson & Co. Ltd. Sole Agents.

INSURANCES

NOTICE.

TAVING been appointed AGENTS in Hongkong for the Whatern Assurance COMPANY, we are prepared to accept approved European and Chinese Risk at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO TOTAL FUNDS AT 31st DECEMBER, 19 --£19,121,310.

Authorised Capital ... £6,000,000 Subscribed Capital Paid up Capital ... II. Fire Funds The Undersigned, AGENTS for the above Company, are prepared to ACCEPT-RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 14th August, 1909.

\$ 96540 Q 46440 O 455 **MARTIN'S** A PIOL STEEL Thousands of Ladies sively keep a box of Martin's Pilis in the house, so that on the first sign of any irregularity of the System a timely does may be administered. Those who use their recommend them, hence their suor mous cale. All Chamiets and Stores sell them throughout the World, or past from 5/-, MARTIN, Chemist, Bouthampton, Eng.

MARTIN'S A PIOLASTEEL PILLS

PROMISE FULFILMENT.

what everybody says must be true. Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common allmonts you may profitably pay heed to the opinion of the majority-which in times of sickness puts its faith in the officecy of Beecham's Pitts. Nor has that trust been misplaced. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

Many preparations, miscalled remedies. claim impossibilities. They could not reasonably make good much that for claimed for them. No exaggerated statemonie are put forward respecting them-year after year-proves that these who have need of them have found that they wrought those cures that they are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach-correcting the digestive system, and regulating the liver, kidneys, and bowels, and the perfect satisfaction that they

MAKE GOOD EVERY CLAIM.

Sold everywhere to boxes, brice SAd., 3/1 A E P/D.

" THE QUEEN OF TABLE WATERS.

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING

H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.



ME CREENOCH AND HAS BEEN SOLD AS Nº 4 SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

MOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES S.S. GHAZEE,

From GLASGOW, LIVERPOOL AND ONSIGNEES of Cargo has hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at

Kowleen, whence and/or from the wharves delivery may be obtained No Claims will be admitted after the Goods. have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Oct., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowiis, where they will be examined on the 5th Och, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Hongkong, 28th September, 1909. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA," FROM BOMBAY, COLOMBO AND

Consigness of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hougkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex s.s. "China. From Australia, ex s.s. " Marmora." From Calcutta, ex s.s. "Nubia." From Persian Gulf, ex B. I. S. N. and -B. & P. S. N. Co.'s Steamers.

instructions are given to the contrary within Goods not cleared by the 6th Oct., at 4 P.M., will be subject to rent.

Optional Goods will be landed here unless

-No-Fire-Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the

> E. A. HEWETT, Superintendent

Hongkong, 29th September, 1909. NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

Godowns.

" WAKASA MARU." having arrived from the above Ports, Consigness of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 7th Oct. will be subject to rent. No Fire Insurance has been effected.

Damaged packages must be reft in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA Hongkong, 30th September, 1909. [1263

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH,"

SYDNEY AND NEWCASTLE, N.S.W. FINE above Steamer having arrived, Con-**IL** signess of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire-Insurance will be effected by us in

any case whatever. DODWELL & Co., LTD.

Hongkong, 10th October, 1909.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIM OCHI, MUTABE, HOJO, NAMAZUTA SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Couls.

HEAD OFFICE:--MARUNOUCHI TOKYO.

BRANCH OFFICES :- NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAK Codes, AI, ABC 5th Ed., Western Union,

YOROHAMA: M. ASADA, Esq. CHINKIANG : Messra, GEALING & Co. MANILA: Mesers. MACONDHAY & Co. For Particulars apply to

H. OISHI No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

C. FERD, LARISZ, German str., 4,930, A. Wagner, 3rd Oct.—Shanghai 30th Sept., General—Hamburg-Amerika Linie. KULICHOW, British str., 4th Qut. -- Canton. OANEA, British str., 5,676, W. C. Lycott, 3rd October-Manila 30th Sept., General-Butterfield & Swire.

REOTEUS, Norwegian str., 1,624, C. Maller, 4th October—Bangkok 27th September, Rice— Angaard, Thoresen & Co. QUINTA, German str., 987, Frahnn, 4th Oct,-

Sourabaya 24th Sept., Sugar-Java-China-Japan Lijn.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 4th October. Anhui, Britisk str., for Canton. Haiching, British str., for Swatow. Samsen, German str., for Bangkok. Vine Branch, British str., for Kobe.

DEPARTURE. 4th October. NANCHANG, British str., for Canton.

VESSELS IN DOCK.

October 4th. ABERDEEN DOCK.— KOWLOON DOCK .- On Lee, S.M.S. Tsingtau. COSMOPOLITAN DOCK .-

TAIKOO DOCK-St. Enoch, Drufar, Shansi.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius,

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 6th inst., at

HE Steamship

3 P.M. For Freight or Passage, apply to DĂVID SASSOON & Co., Ltd., Hongkong, 5th October, 1909.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG!

FOR NEW YORK. "SURUGA" ... On 6th Oct. FOR BOSTON AND NEW YORK. "ATHOLL" ... About 16th Oct.

For Freight and further information, apply to DODWELL & Co., LTD., Hongkong, 29th September, 1909. [1193-1129]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFEICAN PORTS.

FIHE Steamship_, &

"HIMALAYA," Captain L. E. S. Spicer, R.N.L., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the

16th October, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's s.s. "India," 7,911 tons,
from Colombo, passengers' accommodation
in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be SHANGHAI, NAGASAKI, KOBEL" PRINZ RGT. LUITPOLD" About Wed'day, transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MANTUA," due in London on the 19th November, 1909, Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT Superintendent. Hongkong, 4th Cotober, 1909.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS, to RED SEA, BLACK SEA, LEVANT, VENICE and Addistic Ports).

THE Company's Steamship

"AUSTRIA." Captain Cobol, will be despatched as above VANCOUVER. B.C.. TACOMA & SEATTLE This Steamer has splendid accommodation for passengers, electric light and carries a doctor For information as to Passage and Freight,

apply to SANDER, WIELER & Co., Princes Buildings. Hengkeng, 28th September, 1909. THE AMERICAN AND ORIENTAL....

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

JIHE Steamship

"COULSDON." Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct , 1909. For Freight apply to
ARNHOLD, KARBERG & Co.,

Hongkong, 4th October, 1909-1 [1275]

VESSELS. ADVERTISED AS LOADING

E To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w." together with the number denoting the section. 2. From Harbour Master's to Blake Pier. 8. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point. 1. From Green Island to the Harbour Master's.

					The second secon	
DESTINATION	TESSEL'S NAMES	VLAG & BIO	D BO IZ THE	CAPTAIN		
					FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	HIMALAYA ,	Brit, str	4	L. E. S. Spicer. R. N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c	CRYLON	Brit. etr	**************************************	P. N. Rivers	P. & O. S. N. Co. mithing analysis	About 20th inst.
HAVRE. BREMEN & HAMBURG, &c	LIBERIA NICOMEDIA	Ger. str Ger. str	kw.	h.1181881.,	CLAMBURG-AMERIKA LINIR	On 31st inst.
HAVRE & HAMBURG VIA STRAITS, &c	BELGRAVIA	Ger. str	k.w.	Hildsbrant	HAMBURG-AMBRIKA LINIE	On 13th inst. On 6th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NILE.	Dan, str Brit. str	<u> </u>		Matchara & Ca	On 10th inst.
MARSEILLES, &c., VIA PORTS OF CALL	OCEANIEN	Fren.str.		Sellier	P. & O. S. N. Co	On 7th inst, at D'light On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KANAGAWA MARU	Jap. str		J. Nagao	NIPPON YUSUN KAISHA	On 18th inst., at D'light
MARSEILLES, LONDON & HULL	Ambria GLAMORGANSHIRE	Ger. str. Brit, str	#.₩. 	, INGINAL	Hamburg-Amerika Linis Jardine, Matheson & Co., Ld.	On 17th inst. On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	HAKATA MARU	Jap. str		J. Dring	NIPPON YUSEN KAISHA	On 27th inst., at D'ight
GENOA. MARSEILLES, LONDON, & ANTWERP, &C.	TRANQUEBAR MIYASARI MARU	Dan. str		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Mulchers & Co	Middle of Nov.
NAPLES. GENOA, ALGIERS, GIBBALTAE &C	P. E. FRIEDRICH	Ger, atr.	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	E. Malchow	MELCHERS & Co.	About 20th inst. To-morrow, at Noon:
TRIESTE, &c., via SINGAPORE, &c.	SUBUGA	Aus, str Brit, atr	• ••••	B. Cobol	SANDER. WIELER & Co.	About 25th inst.
NEW YORK	COULSDON	Brit. str.		Turnbull	Dodwell & Co., Ltd	To-morrow On 30th inst.
BOSTON & NEW YORK	ATROLL EMPRESS OF JAPAN	Brit. str. ,.		*** *** *** *** ***	DODWALL & Co., LTD.	About 16th inst:
VANCOUVER, B.C., TACOMA & SEATILE VIA JAPAN	OCEANO	Brit. str Brit. str	2 m. —	F. W. Davies	DODWELL & Co, LTD	On 16th inst., at 6 P.M. On 21st inst.
VANCOUVER VIA BHANGHAI JAPAN, &c	MONTHAGLE	Brit. etr. ,.	1 m.	40 ath 140 fm:	i Uanadian Pagipig R. Co	On 21st Nov., at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C. VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	AKI MARU KAGA MARU	Jap. str Jap. str		K. Sato	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
TACOMA VIA KEELUNG, SHANGHAI & JAPAN	FITZPATRICK	Jap. atr.	•	E. R. Hutchinson	Nippon Yusen Kaisha Obaka Shosen Kaisha	On 9th Nov., at Noon. On 23rd inst., at Noon.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c AUSTRALIAN PORTS VIA MANILA	Hongkong Maru	Jap. str	-		TOYO KISEN KAISHA	On 26th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Brit. sur Ger. str	1 m.	D. Lenz	BUTTERFIELD & SWIRE	On 5th Nov., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str		T. Pakine	NIPPON YUSEN KAISHA	On 8th inst., at D'light On 29th inst, at Noon.
YOKOHAMA & KOBE	NIEKO MARU	Ger. str		M. Xagi	NIPPON YUSEN KAISHA	On 26th Nov., at Noon.
KOBE & TYOKOHAMA	SADO MABU	Jap. str.		H. Raegener G. C. Hurry	MELCHERS & Co	About 16th inst. On 15th inst., at 5 P.M.
KOBE & YOKOHAMA	HIBANO MARU	Jap. str		H. Fraser	NIPPON YUBEN KAISHA	On 22nd inst., at Noon.
JAPAN	NIKKO MARU	Jap. str		M. Yagi	NIPPON TUSEN KAIBHA	On 26th inst., at Noon.
TIENTSIN VIA TSINGTAU, WEIHAIWRI & CHEFOO	CHEONGEHING	Brit. str		Y. McClymont-Liddell	JABDINE MATHESON & Co. Ln.	Quick despatch. On 11th inst., at 4 P.M.
NEWCHWANG	NANCHANG	Brit. str	_	Kenzie	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
BHANGHAI VIA NINGPO	CHOYSANG	Brit. str.		M. Courtney	Jabdine, Matheson & Co., Ld.	To-day, at 4 P.M. To-morrow, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SHANGHAI		Ger. str.	l m.	H. Kirchner	MELCHERS & Co.	About 6th inst.
SHANGHAL MOJI & KOBE	BOMBAY MARU	Brit. str Jap. str	1 m.	W. A. Evans	NIPPON YUSHN KAISHA	On 7th inst., at 4 P.M.
SHANGHAI. KOBE & YOKOHAMA	TOURANE	Fron.str.		Bourge	MESSAGERIES MARITIMES	On 11th inst On 11th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	PERING KUTBANG	Dan. str Brit. str		*******************************	MELCHERS& Co.	About 12th inst.
FHANGHAI	DELEI	Brit. str		G. W. Gordon, B.N.B.	Jardine, Matreson & Co., Ld. P. & O. S. N. Co.	On 13th inst, at Noon. About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.		V. Holf	HAMBURG-AMBRIKA LINIR	On 19th inst.
SHANGHAI	Briegavia TJIPANAS	Ger, str Dut. str	k. w.	Pander	HAMBURG-AMBRINA LININ JAVA-CHINA-JAPAN LIJN	Gn 21st inst.
TAKAO, SHANGHAI, MOJI, KOBE & Yokohama	PALEBMO	Brit. str	•=	J. B. Fergusson	P. & O. S. N. Co.	Quick despatch. About 9th inst.
AMOY, NINGPO & SHANGHAI	DAIGI MARU SHANSI	Jap. str. , Brit. str		H, Murayama	OSAKA SHOSEN KAIRHA	On 10th inst., at 10 A.M.
SWATOW WEIHAIWEI, (HEFOO & TIENTSIN	KURICHOW	Brit. str	l m	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M. To-morrow, at 10 A.M.
SWATOW. AMOY & FOOCHOW	HAICHING	Brit. str	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co	To-morrow, at Noon.
NWATOW. AMOY & FOOCHOW	HAIMUN HAITAN	Brit. str Brit. str	2 h, 2 h	Evans	DOUGLAS LAPRAIR & Co	On 7th inst, at 1 P.M.
MANILA	TAMING	Brit, str	lm.	Penneinther	BUTTERFIELD & SWIRE	On 8th inst., at I P.M. To-day, at 3 P.M.
MANILA	ZAPIROYUENBANG	Brit. str Brit. str	_	K, Kodger	SHEWAN TOMES & Co	On 9th inst, at Noon.
MANILA	LOONGSANG	Brit, str.		S. J. Payne	Jardine, Matheson & Co., Ld. Jardine, Matheson & Co., Ld.	On 8th inst., at 4 P.M. On 15th inst., at 4 P.M.
MANILA CEBU & ILOILO	RUBI	Brit. str	ـــــــــــــــــــــــــــــــــــــ	K. W. Almond	SHEWAN, TOMES & Co.	On 16th inst., at Noon.
SANDAKAN	Bungkiang Mausang	Brit. str Brit. str	l·m.	U. Plunkett	Jardine, Matheson & Co., Ld.	On 8th inst., at 4 P.M.
-K-U-DA'I' & SANDAKAN	BORNEO	Ger. str		P. Sembill	MELCHERS & Co.	On 11th inst., at 4 P.M. Middle of Oct.
BOMBAY VIA SINGAPORE & COLOMBO BOMBAY VIA SINGAPORE & PENANG	YETOROFU MARU	Jan. str Ital. str		K. Boyeds	NIPPON YUSEN KAISHA	On 11th inst.
SINGAPORE. PENANG & CALCUTTA	JAPAN	Brit, str. ,,	-	J G. Olifont	CABLOWITZ & Co	On 12th inst., at Noon. To-morrow, at S P.M.
SINGAPORE, SAMARANG & BOURABAYA	FOOSHING	Brit. str	•.	T. Arthur	Jabdine.Matheson & Co., Ld	On 7th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &o	Nameang	Brit: str Dut. str	-	Bouman	Jardine, Matheson & Co. Ld. Java-China-Japan Lijn	On 16th inst, at 2 P.M.
					VATA-VALUE-URPER LIMIN CORP.	Quick despatch.
					63	

NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

STEAMERS

Capt. E. MALCHOW

Capt. H. KIRCHNER 6th October.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	".PRINZ-SIGISMUND" Capt. D. Lenz	Friday, 8th Oct., at D'ligl
ТОКОНАМА & КОВЕ }	COBLENZ" Capt. H. RAEGENER	(About Saturday, 16th October.
KUDAT & SANDAKAN}	"BORNEO" Capt. F. SEMBILL	Middle of October.
	RDDEUTSCHER L MELCHERS & Co	
	CAL AGENTS HONGKON	A Part of the second of the se

NAPLES, GENOA, ALCIERS, PRINZ EITEL FRIEDRICH" (Wed'day, 6th GIBRALTAR, SOUTHAMPTON, PRINZ EITEL FRIEDRICH" (Wed'day, 6th Cont. E. WALCEGOW Out. at Noo

ANTWERP & HAMBURG

and YOKOHAMA

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexicoand Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657 6,232 4,363 6,232	F. W. Davies J. Mathie J. Boyd S. Shotton	On 21st October. On 18th November. On 16th December. On 13th January.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers. PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. Hongkong, 23rd September, 1909. Queen's Buildings. , 8

MESSAGERIES MARITIMES

TO SAIL.

Oct., at Noon.

FRENCH MAIL LINES. SERVICE TO AND FROM EUROPE VIA SUEZ CANAL,

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

FOR	STEAMERS	TO BAIL.
SHANGHAI, KOBE YOKOHAMA	Capt. Bourge	On 11th Oct., P.
MARSEILLES VIA PO	ORTS Copt. Sellier	∫On 12th Oct.,
SHANGHAI, KOBE YOKOHAMA	A) "ARMAND BEHIC" Capt. Guionnes	$\left\{\begin{array}{ll} extbf{1} & extbf{P.M.} \\ extbf{On 25th Oct., P.1} \end{array}\right.$
MARSEILLES, VIA PO	ORTS) "SYENEY"	∫On 26th Oct.,

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcuttage Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Hongkong, 5th October, 1909. Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL,

From Hongkong. From Quebec, or St. John, N.B. "EMPRESS OF JAPAN" SAT., 16th Oct. "ALLAN LINER" FRIDAY, 12th Nov "EMPRESS OF CHINA" SAT., 6th Nov. "EMPRESS OF BRITAIN"FRI., 3rd Dec "MONTEAGLE" SUNDAY, 21st Nov.
"EMPRESS OF INDIA" SAT., 4th Dec. "EMPRESS OF BRITAIN" FRI., 31st Dec "EMPRESS OF JAPAN" SAT., 1st Jan! "ALLAN LINE"

Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC or Sr. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya, opposite Blake Pier,

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,

MALAGA.) THE Steamship

Captain Belsito, will be despatched as above on TUESDAY, the 12th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

VALENZA, ALICANTE, ALMERIA AND

Agents. Hongkong, 1st October, 1909. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

apply to -bodwell & co. limited. -General Agents for China and Japan. Hongkong, 4th August, 1898.



BISHI DOCKYARD MITSU AND ENGINE WORKS. 'NAGASAKI.

CODE WORD: "DOCK." A.1, A.B.C., and Engineering Code Usec NEW DOCK NOW OPEN.

-DOCK No. 3. Extreme Length Length on Blocks Width of Entrance on Top ... 961 ... Width of Entrance on Bottom ... 881 Water on Blecks at Spring Tide 341 " DOCK No. 1. Extreme Length... Length on Blocks Width of Entrance on Top. Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2, Extreme Length... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP.

Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIALS in always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Bhort Notice.

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SHIPPERS Gutler, Palmer & Go., London

HONGKONG.

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THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir Robert Harr, G.C.M.G., and Dr. A. Rennie. 16 description of Chinese Social Customs

and Superstitions, combined with the insight itrives into political conditions in China, makes. "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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FOR	STRAMERS	TO SAIL	RHMARES
MARSEILLES, LONDON OF ANTWERP VIA SING PORE, PENANG, COLOM and Port Said	A. (NILE	, R.N.R. D'light, 7th	Freight and Passage.
TARAO, SHANGHAI, MOJ KOBE and YOKOHAMA	JI, PALERMO Capt. J. B. Fergees	About 9th Oct.	Freight and Passage.
SHANGHAI	Capt. G. W. Gordon,	R.N.R Oct.	Passage.
LONDON, VIA USUAL, POR	TR) HIMALAYA	Noon, 16th Oct.	See Special Advertisement.
For further Partic			

Superintendent Hongkong, 4th October, 1909

	AVIGATION	
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throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-

rooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze

and Northern China Ports. N.B.—These Steamers Land Passengers in Shaughai, avoiding the inconvenience of transhipment at Woosung. --- FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to-Hongkong, 5th October, 1909

TELEPHONE 36.

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SWEDISH EAST ASIA GOTHENBURG.

SAILINGS FROM HONGKONG. PROJECTED SUBJECT TO ALTERATION.

	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIC PORTS	"CATHAY"	10th October.
SHANGHAI, YOKOHAMA and KOBE MARSEILLES, HAVRE, COPEN-)	"PEKING"	
HAGEN and BALTIC PORTS	TIME GOIDS	
The Thirty of the same of the	MONT CITAT	9 6- 00

For Further Particulars apply to Hongkeng, 27th September, 1909.

WELCHERS & AGENTS.

PROJECTED SAILINGS FROM HO	NGKONG (SUBJECT TO ALTERATION
SHANGHAI via NINGPO	"CHOYSANG" Wed'day, 6th Oct., 3 P.
SINGAPORE, SAMARANG &	"FOOSHING" Thursday, 7th Oct., 3 P.M
E RELATTE A	""TUENSANG" Friday, 8th Oct., 4 P.
HAIWEI & CHEFOO	CHEONGSHING"Monday, 11th Oct., 4 P.
CONTRACT SEALENCES VINNER MAIL	"MAUSANG" Monday, 11th Oct., 4 P.1 "KUTSANG" Wed'day, 13th Oct., Noo
MANILA	"LOONGBANG" Friday, 15th Oct., 4 P. A" NAMSANG" Saturday, 16th Oct., 2 P.
* SINGAPORE, PENANGRUAL COTT RETURN TOI	URS TO JAPAN.
OCCUPS	YING 24 DAYS. and "Fooksang" leave about every 3 weeks

. Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout

Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Asukan, Jesselton and Labuan.

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 5th October, 1909.

STEAMSHIP LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS.

PASSENGERS. ELECTRIC LIGHT AND FILEST-CHAS	o Corbina.
	WED'DAY, 6th Oct.,
Capt. W. C. Passmore FOOCHOW. "HAIMUN," SWATOW	THURSDAY, 7th Oct.,
"HAITAN," SWATOW, AMOY and FOOCHOW.	FRIDAY, 8th Oct., at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

HAMBURG.

Regular Sallings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterraneau, Levantine, Black Sea and Baltic Ports, and all North and South American Ports lso via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

MEAL SALUTION -	
OUTWARD.	HOMEWARD.
OB SHANGHAI, KOBE & YOROHAMA: S.S. SILESIA 19th Oct. S.S. BRISGAVIA 21st Oct.	FOR HAVRE, BREMEN & HAMBURG: S.S. NICOMEDIA 13th Oct.
S.S. SILVIA 1st Nov. S.S. SUEVIA 17th Nov.	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. AMBRIA 17th Oct.
S.S. SENEGAMBIA 18th Nov. S.S. SITHONIA 1st Dec. S.S. SCANDIA 10th Dec.	FOR ANTWERP & HAMBURG: S.S. LIBERIA
O O TOD A OTT TATE TO THE TOP A STATE OF THE PARTY OF THE	FOR HAVRE & HAMBURG: S.S. BELGRAVIA

Further Particulars, apply to-

HAMBURG-AMERIKA Hongkong Office. Hongkong, 20th September, 1909.

AMERICAN

REQULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO). S.S. HONGKONG MARU ... 6000 tons gross ... Sail Oct. 26th, at Noon. S.S. MANSHU MARU 5000 " " . Febr. 5th, 1910, at S.S. AMERICA MARU 6000 "

K. MATSDA, Manager. For particulars apply to TOYO KISEN KAISHA, York Building. Hongkong, 16th September, 1909.



YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	——Sailing-dates.
MARSEILLES, LONDON and	KANAGAWA MARU, Capt. J. Nagao, HAKATA MARU,	", ,	WED'DAY, 13th Oct
ANTWERP was SINGA-1	Capt. J. Nagao,	6,500	st Daylight.
DARR PENANGA	HAKATA MARU,	4 E00	at Daylight.
- COLOMBO and PORT SAUD!	Capt. J. Dring,		TUESDAY, 12th Oc
VICTORIA. B.C. and	/S AKI MARU,	7.000	st Noon.
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI,	Capt. K. Sato.	1,000	THESDAY, 9th Nov
MOJI, KOBE, YOKKAICHI,	Cant M Hagino.	8.000	at Noon."
SYDNEY and MELBOURNE,		_ `	TRITIAY: 29th Oct
— = arantta municulayı	LISOT, I. DUKILLU	5.000 i	at Noon_
	Νέσφο Μάρπ		i FRIII AY. 26th, No
	C-4 M Vooi	አ በበለ	f at Noon.
DIIMBAY ME BINITAPUDDA	T TELOTION C MILLERS,	'	
	Capt. K. Soyeda.	ل 4,500	MONDAY, 11th
g IT ANG IT AT MOJI and I	I BUMBAI MARU,	4 500	MUNDAY, IIII
KOBE	Capt. W. A. Evans,	4,500-)	TOTAL 15th Oct.
FURE and VOKOHAMA	SADO MARU,	6 500	of SPM
MODE and LOROHMAN.	Capt. G. C. Hurray, HIRANO MARU,	<u> </u>	FRIDAY 22nd Oct.
KOBE and YOKOHAMA	Cart H Proces	9,000	at Noon.
ROBE and YOKOHAMA	NIKKO MARII.	ر دادر	TUESDAY, 26th Oct.
KORE and YOKOHAMA	Cant M Vaci.	6.000	at Noon.

§ Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS -EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct. KITANO MARU - - (Capt. F. E. Cope) - About Wed. 17th Nov. HIRANO MARU - (Capt. H. Fraser). - About Wed. 15th Dec. KAMO MARU - - (Capt. F. L. SOMMER) - About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD. For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road. KUSUMOTO, MANAGER. [15-93 Hongkong, 24th September, 1909.

> MANILA AND

STEAMSHIP COMPANY, LIMITED.

property and appropriate and a finding				Market .
Stramship	Tons.	CAPTAIN	FOR	
ZAFIRO RUBI	1 2540 I I	R. Rodger R. W. Almond	·	On 9th Oct., Noon. On 16th Oct., Noon.
For Freight or I Hongkong, 4th Oc	assage apply			WAN, TOMES & Co., General Managers.

THOS. GOOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERTAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:-16, DES VŒUX ROAD, 14, WATER STREET YOKOHAMA

STEAM NAVIGATION CO.

SEASON PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	MARSEILLES (Brindisi	PLYMOUTH (London
COLOMBO		Marseilles & London	2days earlier)	1 day later)
Steamer Tons	1 p.m. Säturday	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	1	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer) calling at BOMBAY)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10600	April 30	May 6
-ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18
]	

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer a to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax)

1ST SALOON £71.10 SINGLE. £106.14 ŘETURN. In addition to the above Mail Steamers the following:-INTERMEDIATE (Non-Teanshipment) STEAMERS

WILL LEAVE FOR CARRYING SALOON PASSENGERS AT REDUCED RATES

STEAMERS			Leave Hongkond	Due London
* SYRIA * SUMATRA * NYANZA * SUNDA * MALTA * SARDINIA * NORE	*** *** *** *** *** *** *** *** *** **	6500 6500 4600 6700 4670 6060 6570 6700	about January 26 February 27 February 27 March 27 April 26 May May	March 26 April 9 May 7 June 4 June 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax): -1st-SALOON-£55.0-SINGLE, £82.10 RETUR

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:

E. A. HEWETT, Superintendent

KAISHA REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY



THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

LEAVES. Tons STEAMERS (Gross reg.) SATURDAY, 23rd "FITZPATRICK' TACOMA VIA KEELUNG. Oct. at Noon. Capt. E. R. Hutchinson, SHANGHAI. SATURDAY, 20th KOBE, SHIMIDZU and "SEATTLE MARU Nov., at Noon. Capt. T. Saito, YOKOHAMA

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICES

` •	FOR	RTEAMERS	LEAVES.
<u>. </u>	TAMSUI VIA SWATOW,	DAIGI MARU Capt. H. MURAYAMA	SUNDAY, 10th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine, The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings. T. ARIMA,

MANAGER

COAL DUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK

GOVERNMENT MINES, at Labuan and Brooketon, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan.

LABUAN COAL.

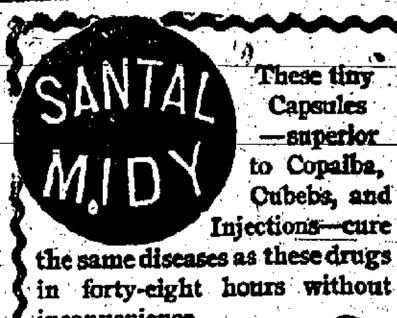
NOTICE-THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch

Telegrams: "Labor Labuau." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [1064

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1909. With INDEX. Price \$7.50. On sale at the "HONGKONG DATER Papers

Hongkong, 9th August, 1902.



the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name (MID)

FOR DISEASES OF THE CHEST, &

OF HYPO-PHOSPHITE OF LIME Prescribed in France for the last

30 years. It retains its reputation for Consumption, Obstinate Coughs, Colds, Diseases of the Chest, Lungs, and Bronghial Tuses.

Only fully proposed letters and postcards are transmissible by the SIRERIAN House to, EUROPE.

Mails from EUROPE via SIBERIA:-

Date of Dispatch from London. 15th September

Amoy, Ningpo and Shanghai

Swatow

Kobe and Yokohama

Date due in Hongkong. To-morrow.....

Vessel. Gamboge.

The Manchuria, with the American mall, left Shanghai and may be expected here to-day.

The second secon	• •	DATE
Ninepo and Shenghai	-Sui Tai Ohoysang Tammu	Tuesday, 5th, 1.15 P.M. Tuesday, 5th, 2 Tuesday, 5th, 2.00 P.M.
Panakak	Machdon	Teaday 5th, 5.00 P
Swatow, Weihaiwel, Chefon and Tientsin	TO TO SCIED TO LA LEGISTRE	Wednesday, 6th, 300 A.M. Wednesday, 6th, 10.00 A.M. Wednesday, 6th, Printed Matter and Ham-
EUROPE, &c., India via Tuticoriu		ples properties 19,00 A.M. Registration 10,00 A.M. Pegistration, with late
Postage 10 cents)	P. E. Friedrich	1(.45 A.M.) Registration, Kowloon
tueisden inthis contract mail.)		B.O
Bangkok	Samsen	Wednesday, 6tb, 1.15 P.M

Thursday, 7th, 3.00 P.M. Manile, Yap, Lieurich Wilhelmshafen, Simpeo haien, Herbertshone, Matupi, Brisbane, Sydney, Hobart, Launceston, 5.00 P.M Thursday, Prins Sigismund .. New Jealand, Dunedin, Melbourne, Adelaide, I with and I remantle 8th, Noon. Hailan Swatow, Amoy and Foochow 8th, 1.15 P. w. Bui Tai 8th, 3.00 P.M. Bungkiang Ce m and Hoilo 8th, 8.00 P.M. hienila Batavia, Sama ang, Sourabaya and Macassar... .9th, 10.00 A. Saturday. 9th, 10.00 A M Saturday, Manile

* 1 /ar

Vine Branch

Basmun



SAMPLES

Wednesday, 6th, 5.00 P. b.

hurrday. 7th, 1.15 P.M.

Thursday, 7th, NOON.

APPLICATION.

COMMERCIAL.

-: 0 :--EXCHANGE CLOSING QUOTATIONS.

		October 4th
— О м	LONDON:	1/0
	Telegraphic Transfer	*/0.1
·.	Bank Bills, on demand	<u>1/77</u>
1	Bank Bills, at 30 days' sigh	01/78°
	Bank Bills, at 4 months' sig	7/03
• .	Credits, at 4 months' sight.	
•	Documentary Bills 4 months	gigurt/a3
On	Paris:—	
	Bank Bills, on demand	2201
	Credits, at 4 months' sight.	2242
On	Company of a 1978 and	
	On demand	179
On	NEW YORK:	
	Bank Bills on demand	428
· .	Credits, at 60 days' sight	43¥
ON	Rombay	
-	Telegraphic Transfer	131
	Bank, on demand	1314
On	CATOTON A Comme	•
	- Walangaphic Transfer	131
-	Bank, on demand	1514
ON	SHANGHAT:	
	Rook at sight	<u>746</u>
	Detecto 30 days sight	
ON ON	"Vazatikalı"—Un demend .	
On	MANILA:—On demand—P SINGAPORE:—On demand	0808—BD4
On	SINGAPORE : On demand.	748
2 110	· HIMAVIA :UII UUIIMUU	
- A	DIATOROPA On demand	·
On	BAIGON:—On demand BANGKOK:—On demand	
On	BANGKOK :- On domand	88
· QA	representa Konka BIVIDE A	aleoll.tu
Go	LD LHAP, 100 fine, per teel	
BAI	BILVER, per oz	233
	and the control of t	

SUBSIDIARY COINS. ..20 cents pieces.....\$5.13 discount \$6.80 Chinese10\$5.70 \$5.40 ,... Hongkong ...20 Hongkong ...10

OPIUM.

October 4th.

	UCWOOL-TMIL
Quotations are:-	
Maiwa New	\$1,150/1,180 per picul.
Melwa Old	\$1,190/1,220 ,,
Malwa Older	\$1.230/1,260
Molws V Old	31.Z/U/1.30U 3
Persian fine quality	 \$1 ,100/1,140 ,,
Persian extra fine	\$1,000/1,050 ,,
Patna New	£1.160 per chest.
Patna Old	21.120
Benares New	\$1.115
Benares Old	\$1.115

VESSELS EXPECTED.

THE INDIAN MAIL. The Apear str. Lightning from Calcutta left Singapore on the 28th ultimo, afternoon, and may be expected here to day. The Indo-China str. Laisang, left Calcutta for this port via the Straits on the 30th ultimo, and may be expected here on or about the 16th The Indo-China str. Kutsang from Calcutta and the Straits left Singapore for this port on

the 2nd inst. THE GERMAN MAIL. The I.G.M. str. Prinz Regent Luitpold carrying the German Mails with dates from Berlin of the 8th ultimo, left Singapore on the 1st instant at 10 p.m., and may be expected here to-morrow at 3 a.m.

THE AMERICAN MAIL. The T.K.K. str. Chiyo Maru sailed from Yokohana on the 3rd inst., and is due to arrive at Hongkong on the 15th inst. THE AUSTRALIAN MAIL

The E. & A. str. Aldenham left Sydney on the 25th ultimo via Queensland Ports, Port Darwin, Timor and Manila. The I.G.M. str. Coblens left Sydney or Thursday, the 23rd ult., at noon, and may be expected here on or about Friday, the 15th

The C.N. Co.'s str. Changeha left Sydney on the 25th ult., and is due here on the 18th inst. · THE CANADIAN MAIL. The C.P.R. str. Empress of Japan sailed

from Vancouver on the 15th ultimo via the usual ports of call. MERCHANT STEAMERS. The American and Manchurian Line str.

Bloemfonfein left Singapore on the 30th alt. and is due here to day a.m. The J.-C.-J. Lajn str. Tjimahi will leave Amoy for this port on the 4th inst., and may be expected here to-morrow. The N.G.I. str. Ischia left Singapore for this port on the 30th ultimo, morning, and may be

expected here to-morrow. The J.-C.-J. Lijn str. Tjipanas left Mecassar for this port on the 28th ultimo p.m., and may be expected here on or about the 9th iust,

SHIPPING CHARTERS.

The following is Mr. Geo. Grimble's list of to-day's fixtures :--8.8. Ulv. 12 months' time charter, at 84,250.00

per month. "s.s. Providence, 12 months' time charter, at \$4,250.00 per month. s.s. Breid, 12 months' time charter, at \$4,250.00

piculs at 25 cents per picul: 8.8. Tameui, Saigon to Philippines, 35,000 Calchas, Indrawadi, Bingo Maru, Carnarvonpiculs, at 20 cents per picul.

s.s. Marie I Jave to Hongkong, private terms. as. Bushu Maru, Mororan to Hongkong, 3,500 tons at \$2.80 per ton.

MAFK TRADE

OF QUALITY DENOTING THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

"They are social, soothing, blest, they have fragrance, force and

50'S & 100'S HERMETICALLY SEALED BOXES. TOBACCONISTS. FROM ALI

314-1]



SHARE LIST.—QUOTATIONS.

Honokono, Octobne 4mm. 1909.

Stocks.	no. of Shares.	VALUE.	PAID UP,	Tions Cabh.
Banks.—	-		(2.5) 1.15	
Hongkong & Shanghai Bank Corporation	120,000	8125	a 1	\$990, buyors
National Bank of China, Limited	99,925	£7	₽6	\$65, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	S12	\$13, sellers
China Light and Power Company, Limited.	50,000	\$10	\$10	{ \$6.10, sellers
China Provident, Loan & Mortgage Co., Ld	50,000 200,000	\$1 \$10	\$1 \$10	\$9.60, sellers
trans and a second control of the co	200,000	610	1 20	QUICES
COTTON MILLS.— Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 137.
Hongkong Cotton Spinning Co., Ld	125,000	\$10	\$10	\$6 }.
International Cetton Manufing Co., Ld. Laou-Kung-Mow C. Spin & Weav.Co., Ld	10,000 8,000	Tls. 75	Tla. 75	Tls. 92. Tls. 113.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	1	• · · · · · · · · · · · · · · · · · · ·
Dairy Farm Company, Limited	40,000	67 1	86	\$18.
Docks and Wharves.—				
Hkong & Kowloon Wharf & G. Co., Ld.	60,000	#		\$60½, bayers
Hongkong and Whampoa Dock Co., Ld.	50,000	. \$50		\$55, buyers \$9, sellers
New Amoy Dock Co. Limited Shanghai Dock and Engineering Co., Lid	16,000 55,700	, , ,		Tls. 77.
Shanghai and Hongkew Wharf Co., Ld	36,000	L '		
Fonwick & Co., Limited	18,000		\$25	\$11, sellers
Green Island Cement Co., Limited	400,000		}	\$81, sellers
Hongkong and China Gas Co., Limited	7,000		1 1 1 1 1 1 1 1	\$210, buyers
Hongkong Electric Co., Limited	- 60,000	\$10	\$10	\$20½, seilers
Hongkong Hotel Company, Limited	12,000 8,000			\$72½. \$43½.
Hongkong Ice Company, Limited	5,000			\$188, sellers
Hongkong Rope Manufacturing Co., Limited	60,000		1 11 44	\$23, sellers
Insurances.—	10.33		1000	
Canton Insurance Office Co., Limited	10,000 20,000	, , ,		
China Fire Insurance Co., Limited China Traders Insurance Co., Limited	24,000) wa		
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, buyers
North-China Insurance Co., Limited Union Insurance Society, Limited	10,000 12,400	1		L _ 4.m
Yangtsze Insurance Association, Limited	12,000		2000	`
LANDS AND BUILDINGS.—	l ració i			
Hongkong Land-Invest. Agency Co., Ld.	50,000	WAVV	\$100	1 5 = 4 - 44
Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld	150,000 6,000	4.44		
Shanghai Land Investment Co., Limited	78,000	\$50 Tls. 50	Тв. 50	Tls. 120.
West Foint Building Co., Limited	12,500	\$50		\$44, sellers
MINING.	2 - 000		-11	9605
Société Française des Charb'ges du Tonkin Raub Australian Gold Mining Co., Ld	16,000 200,000	,	T 777771	\$625, buyers \$6½, sellers
	25,000			\$14, sellers
Peak Tramways Co., Limited	50,000		\$11	\$1.40, sellers
Philippine Co., Limited	75,000	\$10	i k men	59, sellers
REFINERIES.—		1 / /	1 . 32	TAKE A ST
China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	20,000 7,000		4	\$146. \$23, sellers
Robinson Piano Co., Limited			1 Y 050	레인크를 보고 있다.
	4,000	\$50		Vita in the second
STEAMSHIP COMPANIES.—. China and Manila Steamship Co., Ld	30,000	\$25	\$25	88 ₂ , sellers
Douglas Steamship Co., Limited	20,000	\$50	all	533, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000 60,000 part.	815	\$15	\$311, sellers 4 \$41, sellers
Indo-China Steam Navigation Co., Ld	60,000 def.	£5	l l	1 519, sellers
Shell Transport & Trading Co., Limited	2,000,000			70/-
Star Ferry Company, Limited	10,000 10,000			
South China Morning Post, Limited	6,000	\$25	825	\$24.
Steam Laundry Company, Limited	20,000	77-		\$52, sellers
STORES AND DISPENSARIES.			1	8 12.
Campbell, Moore & Co., Limited	1,200 15,000		37	\$12. \$4, sellers
Watkins, Limited	10,000	\$10	🥀 🐉 10	25, sellers
A. S. Watson & Co., Limited	90,000	\$ 10	- 27810	
	9,900 ordy,			
United Asbestos Oriental Agency, Limited	100 fders	\$10	\$10	₹500.
Union Waterboat Co., Limited	50,000			\$101, sellers
Rubbers.—				DO 10/0 11-
Castlefields, fully paid Linggis		<u> </u>		£2.18.0, seller 24/6 buyers
Anglo-Malays			—	16/- buyers
Shelfords	_		<u> </u>	37/•, sellers 71 (Straits), sale
Loans. Amount.		•		T (marro), pare
· · · · · · · · · · · · · · · · · · ·	Value.	1 1 1 m	rest.	Quotation.

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STEAMERS PASSED THE CANAL. Sept. 18th-Astyanax, Sado Maru, Tourane, Peking. 22nd—Peiho, Indramayo, Sambia, Glenearn. 25th— Namur, Slavonia, Syria, s.s. Loyalin Newshwang to Canton, 25,000 Rivano Maru, Moyune. 29th Benarty, Bare I saledaily at the following stores: pedon, Lacries. Cotober 2nd-Armand Behic,

Chinese Imperial 1886

shire, Poona, Tamba Maru. ARRIVALS AT HOME. October 1st-Mishima Maru, Tonkin. VISITORS AT HOTELS.

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Mr. P. R. Adams	Mr. W. L. Law
Mr. F. H. Allen	Mr. & Mis. G. T. Lloyd
Mr. C. Barnelt	and child
Mr. H. Beeching	Mr. D. Macdonald
Mr. M. J. Breen	Dr. O. Marriott
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	Mr. I. Merecki
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	Mr. and Mrs. M. I
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Dr. S. Hough	Miss Thompson
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Mr. O. C. Kench	Mr. and Mrs. H. 1
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HONGKONG TIDE TABLE.

HIGH WATER.			LOW WATER.		
	Day of Month.	Hongking Mean Time.	Height	Hongkong Mean Time,	Height.
Tues,	5	h. m. m 0 18 8 26 a	# 1. 7 8 6 0	h. m. m 7 43 -	ft. in. 2 3
Wod.	6	m 1 0 No interior	7 l high	m 9 14 nor low	2 s
Thurs	7	m 2 6 No interior	6 8 high	m 10 50 nor low	2 4 water.
Fri.	8,	2 3 53 8 60 a	6 6	0 2 a 10 40 a	2 3 5 2
Bet	9	m 5 80 8 28 s	6 6	0.46	3 2
Sull.	10	m 684 885 a	6 7	m 0 10 1 25 a	4 9 2 2
Mon.	11	m 728 847 s	5 9	m 110 21a	2 3

Hongkong Observatory, October 4: h.					
	Previous Day	On Date at	On Da		
Sarometer	29.68	29.74	29.75		
Temperature	84	80	75		
Humidity	59	76	92		
Wind Direction	N	NE .	$\{y_i \mathbf{E} \}$		
" Force		6 💰	Б.		
Weather	υq	opq	orq		
Rain		0.07			

KOWLOON BOOK STALL, Forry Wharf Highest open air Temperature on 3rd..... 86
Lowest open air Temperature on 3rd..... 79 Messrs. H. RUTTONJEE & SONS, Kow-

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 3,995, K. Sato, 3rd October—Shanghai 30th Sept., Coal, Pig Iron and M'dise—Nippon Yusen Kaisha. Annui, British str., 1,335, J. B. Harris, 3rd Oct.—Shanghai 30th Sept., General— Butterfield & Swire.

BOURBON, French str., 997, Le Bail, 30th September-Saigon 25th Sept., Rice-Man

CHINA, American str., 3,186, D. E. Friele, 1st Qut.—San Francisco 3rd Sept., Mails and General—P. M. S. S. Co. CHIYUEN, Chinese str., 1,177, C. Stewart, 3rd
Oct.—Shanghai 30th Sept., General—
C. M. S. N. Co.

Chowtai, German str., 1,115, W. Mellermanii, Chowtai, German str., 1,115, W. Mellermann, 11th Sept.—Bangkok 1st and Hoihow 10th Sept., Rice and wood—Butterfield & Swire, Choxsang, British atr., 1,424, M. Courtney, 1st Oct.—Shanghai 26th and Swatow 30th Sept., General—Jardine, Matheson & Co. Drufar, Norwegian str., 1,102, J. Bing, 29th Sept.—Bangkok 21st and Swatow 28th Sept.—Bangkok 21st and Swatow 28th Sept., General—China Siam S. N. Co. Fooshing, British str., 1,423, Lishman, 26th Sept.—Taku Bar 18th September, Salt—Jardine, Matheson & Co. Glenavon, British str., 2,727, B. Woolfenden.

GLENAVON, British str., 2,727, B. Woolfenden, 2nd Oct.—Vladivostok 25th Sept., Beans—

McGregor Bros. & Gow.

Haiching, British str., 1,267, J. W. Passmore,
3rd Oct.—Foochow, Amoy and Swatow 2nd
Oct., General—Douglas, Lapraik & Co.

Harford, British str., 2,716, Pope, 21st Sept,
—New York 30th June, Kerosine Oil— Standard Oil Co.

JAPAN, British str., 3,806, J. G. Olifant, 29th Bept.—Moji 24th Sept., General and Coal —David, Sassoon & Co.

JOHANNE, German str., 952, Ipland, 2nd Oct.

—Hongay 28th Sept., Coal—Jebsen & Co.

KANCHOW, British str., 1,234, Monkman, list

October—Weihaiwei 26th Sept., Coal— Butterfield & Swire.

KIANG CHING, Chinese str., 1,002, A. F. Brissandon, 29th Sept.—Chinklang 24th Sept., General-Chinese. KING GEORGE, British str., 2,057, J. E. Jeffrey

1st August-New York 16th April, Kerosine-Standard Oil Co. Kohsichang, German str., 1,292, O. Scheidling, 3rd Oct.—Bangkok 24th Sept., Teak, Rice and Meal - Butterfield & Swire.

Kuelchow, British etr., 1,215, W. B. Browne, 30th Sept.—Chefoo 25th Sept., General -Butterfield & Swire.

Kwangtan, Chinese str., 1,369, W. H. Lunt, 27th Sept.—Shanghai 24th September, General—C. M. S. N. Co. KWEILIN, British str., 1,200, C. W. Packett, 1st October Karatsu 25th Sept., Coal-Butterfield & Swire.

Linan, British str., 1,835, C. C. Williams, 22nd September—Shanghai 19th Sept., General—Butterfield & Swire. LUCHOW, British str., 1,215, W. Baddeley, 25th

Sept. Wakamatsu 19th Sept. Coal-Butterfield & Swire LYNDHURST, British ship, 2,249, Parnell, 20th -Sept.-New York 15th May, Kerosine-Standard Oil & Co.

MACHAON, British str., 4,276, G. W. Song, 3rd October-Shanghai 30th Sept., General-Butterfield & Swire. MAUSANO, Briffish str., 1,644, G. S. Weigall,

1st Oct.—Sandakan 25th Sept., Timber and General-Jardine, Matheson & Co. NANCHANG, British str., 1,044, G. J. Spink, 3rd Oct.—Chingwantao 26th Sept., Coal—Butterfield & Swire. Nond, Norwegian str., 760, Haraldson, 25th

Sept.—Samarang 9th September, Sugar—Asgaard, Thoresen & Co. Pheumpenh, British str., 1,065, J. H. Scott, 26th Sept.—Saigon 22nd Sept., Rice and General-Woo Fat Shing.

PONGTONG, German str., 998, H. Oldsen, 28th Sept.—Bangkok 20th September, Rice— Melchers & Co. PRINZ SIGISMUND, German str., 5,432, D.

· Lenz, 21st Sept.—Sydney 26th August, General-Melchers & Co. RAJAH, German str., 2,100, H. C. Reher, 28th Sept.—Bangkok and Kosichang 21st Sept., Teak Wood and Rice-Order.

Rygja, Norwegian str., 2,492, Soendsen, 26th Sept.—Portland, Sugar—P. A. S.S. & Co. Samsen, German str., 998, R. Peterson, 24th Sept.—Bangkok and Swatow 12th September, Rice and Teak Wood-Butterfield & Swire & Co...

SHARSI. British str., 1,228, Eddy, 27th Sept.— Wakamatsu 22nd Sept., Coal—Butterfield & Swire.

SUISANG, British str., 1,835, Welsh, 26th Sept. -Swatow 25th Sept., General-Jardine, Matheson & Co. SZECHUEN, British str., 1,142, J. V. Sidford, 3rd Oct.-Wakamatsu 26th Sept., Coal-

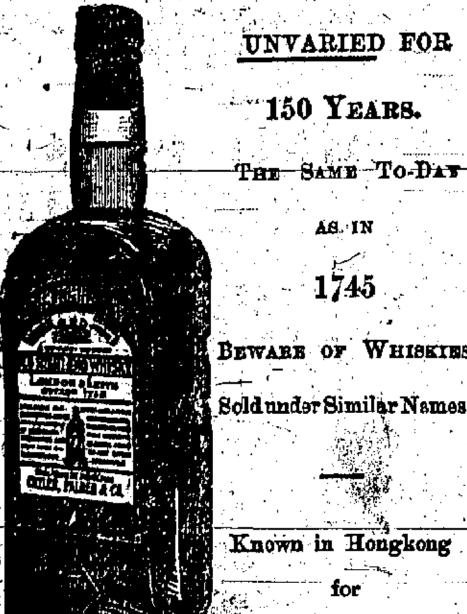
Butterfield & Swire. Taming, British str., 1,350, G. H. Pennefather, 1st Oct.-Manila 28th Sept, General-Butterfield & Swire. VINE BRANCH, British str., 3,442, H. Ritson,

1st Oct.,—Sydney and Newcastle, 10th September, General—Dodwell & Co. WARAMATSU MARU, Japanese str., 1,722, M. Aikawa, 2nd October-Wakamatsu 29th September, Coal-Mitsui Bussan Knisha. YEBOSHI MARU, Japanese str., 2,992, B. Kon, 14th Sept. Kobe 6th and Moji 8th Sept.,

JOHNSTONE'S "SQUARE BOTTLE

General-Nippon Yusen Kaisha.

WHISKY.



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